

## **ITEM 8 - Action**

March 16, 2005

Approval of Amendments to FY 2005 Unified Planning Work Program (UPWP), and Approval of FY 2005 UPWP Carryover Funding to FY 2006

### **Staff**

#### **Recommendation:**

- Adopt resolution R16-2005 to amend the FY 2005 UPWP.
- Adopt resolution R17-2005 to approve the FY 2005 carryover funding for FY 2006.

#### **Issues:**

None

#### **Background:**

The Technical Committee recommended the approval of the attached amendments to the FY 2005 UPWP, together with the FY 2005 carryover funding to FY 2006 at its March 4 meeting.

The final version of the FY 2006 UPWP will incorporate this carryover funding into the final work program to be submitted to the state departments of transportation and the Federal Highway and Transit Administrations.

TPB R16-2005  
March 16, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION TO AMEND THE FY 2005 UNIFIED PLANNING WORK PROGRAM TO  
INCLUDE REVISED WORK STATEMENTS AND BUDGETS**

**WHEREAS**, the Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

**WHEREAS**, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

**WHEREAS**, the FY 2005 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 17, 2004; and

**WHEREAS**, revised work statements and budgets for projects in the FY 2005 UPWP have been developed by staff and the Virginia Department of Transportation (VDOT) to delete a project, add a new project and to identify funding which will be carried over into FY 2006, and by the Washington Metropolitan Area Transit Authority (WMATA) to modify a project, add a new project, and to identify funding which will be carried over into FY 2006;

**NOW, THEREFORE, BE IT RESOLVED THAT:** THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves amendments to the FY 2005 Unified Planning Work Program for Transportation Planning to include the revised work statements and budgets for the FY 2005 UPWP, as described in the attached memorandum.

## MEMORANDUM

March 8, 2005

**TO:** Transportation Planning Board

**FROM:** Gerald K. Miller  
Chief, Program Coordination

**SUBJECT:** FY 2005 UPWP Amendments

---

Attached are pages from the current FY2005 UPWP indicating changes to the work statements and budgets for the following projects:

- For the Virginia Technical Assistance Program, the Springfield Interchange Data Collection activity is to be deleted, \$10,000 of the funding is to be programmed for a new project: Additional Traffic Counts, and \$65,000 is to be carried over to FY 2006 for the Enhanced Commuter Corridor Count Program project.
- For the Washington Metropolitan Area Transit Authority (WMATA) Technical Assistance program, the second phase of the Parking Usage at Metrorail Stations study is to be deleted and \$47,000 is to be carried over to FY 2006 for the Strategic Plan for Enterprise-wide GIS project, and the Transit Modeling Enhancements and Validation project is to be deleted and the \$55,000 in funding is to be programmed for a new project: Study on Improving Regional Paratransit Services for People with Disabilities (Phase I).

Deletions are shown in strikeout and additions in **bold**.

Springfield Interchange Data Collection

Aerial monitoring of the Springfield Interchange and associated freeway approach routes will take place in Spring 2005. Monitoring will take place on five randomly selected Tuesdays, Wednesdays, and Thursdays only (excluding days after federal holidays). Hours of monitoring are between 6:00 a.m. and 8:00 a.m. and between 4:00 p.m. and 6:00 p.m. Peak and non-peak flow directions will be monitored.

A consultant experienced in this type of activity will perform the aerial monitoring. The consultant is to provide hard copy maps and digital images of traffic, with congestion highlighted. Also to be provided by the consultant is a summary report documenting speeds and vehicle densities.

**Additional Traffic Counts**

**Traffic counts will include reverse flow counts on I-66, and one-date counts on the major stations counted in the fall of 2004, including I-395, I-95, I-66 inside and outside the Beltway, and the Dulles Toll Road.**

Cost Estimate:	<del>\$75,000</del> <b>\$10,000</b>
Products:	<del>Consultant report, aerial photographs (paper and digital), vehicle density maps</del> <b>traffic count files</b>
Schedule:	<del>Flights to be performed in the spring, no later than May 15, 2005</del> <b>June 2005</b>
<b>TOTAL V.C COST ESTIMATE: <del>\$390,300</del> \$325,300</b>	

## **PROPOSED AMENDMENT TO THE FY2005 UPWP**

### D. WMATA

#### Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate:       \$10,000

Product:               specific scopes of work

Schedule:             on-going activity

#### Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate:       \$4,800

Schedule:             on-going activity

#### Parking Usage at Metrorail Stations

This is the second phase of a two-phase study to obtain usage information by time of day at all WMATA park-and-ride lots in the region. The first phase of the study will be conducted in the Spring of 2004, and this second phase will be conducted in the Fall of 2004 following an anticipated increase in parking fees in the Summer of 2004. The study will provide data input to the station access portion of work activity III C. Models Development. The study will include 48-hour tube counts at all entry and exit points of all WMATA park-and-ride lots. The data collected will provide vehicle entries and exits by time of day, which will yield the time that each facility fills up, based on known capacity. This data will be used to more accurately constrain auto access to the Metrorail system in the regional travel demand model. This study will include data collection and analysis.

This study will be conducted by COG/TPB staff with consultant assistance and technical guidance from WMATA.

Cost Estimate:       ~~\$65,000~~ **\$18,000**  
Product:               Report on lot usage in Spring and Fall 2004  
Schedule:              December 2004

### Transit Modeling Enhancements and Validation

~~This project will include support for the transit modeling enhancements listed in work activity: III C. Models Development as well as a comprehensive validation of transit forecasting capabilities. There are three areas where technical assistance needs are anticipated: transit model improvements, data collection and processing, and sensitivity testing and analysis of transit alternatives.~~

~~A comprehensive transit validation is needed to assess the model's predictive abilities. Simulated transit trips should be compared with observed transit trips for rail and bus sub-modes. The sensitivity of the model to changes in downtown parking price, transit fares and station parking price, parking availability, rail and bus speeds, access times and modes, and transfers should also be assessed. Additional data collection needed to support the transit validation effort should be identified.~~

~~A final step in the validation process will be the application of the model to future year transportation scenarios to assess the sensitivity of the model to network changes. Network tests would analyze one or more fixed-guideway transit facilities and should also include elements of the WMATA 10-year Capital Improvement Program.~~

~~This project effort will involve WMATA staff, COG/TPB staff, and consultant assistance.~~

### Study on Improving Regional Paratransit Services for People with Disabilities (Phase I)

A comprehensive study will be conducted on innovative approaches to improving regional paratransit services for people with disabilities not able to use the fixed route system. Concerns over funding for MetroAccess, and concerns about the quality and reliability of these services, prompted the need for a regional study to look at how existing resources could be used more efficiently to improve paratransit services.

Phase I and II will address the following tasks with the overall goal of providing greater mobility for people with disabilities unable to use the fixed route system:

- Review the demand for paratransit services by people with disabilities and the benefits of providing such services;
- Identify customer needs and concerns regarding paratransit services and coordination opportunities while recognizing limited funding available;
- Examine innovative practices of paratransit for persons with disabilities, including contracting practices;
- Recommend cost-effective ways for MetroAccess and other regional paratransit services to better serve more people with disabilities; and
- Report on potential service and funding coordination opportunities that increase the range of transportation options available to people with disabilities.

The TPB Access for All Advisory (AFA) Committee will oversee the study and a subcommittee of the AFA will provide direction and guidance for the study. The study will use existing reports and studies to conduct the tasks above to avoid a duplication of efforts, such as information gathered by WMATA's Regional Paratransit Task Force, to the extent possible. Consultant expertise and support may be utilized. Other resources could include input from COG's human service program area and job-access reverse commute programs.

This study will be conducted in two phases. In FY2005, Phase I will be conducted which includes addressing the first three tasks identified above. Phase II, completing the remaining tasks, will be done in FY2006.

Cost Estimate:	\$55,000
Product:	<del>Technical memoranda</del> Phase I Summary memoranda
Schedule:	June 2005

TOTAL V.D COST ESTIMATE: ~~\$134,800~~ **\$87,800**

**TPB R17-2005  
March 16, 2005**

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION TO APPROVE  
CARRYOVER FUNDING FROM FY 2005 TO THE FY 2006  
UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

**WHEREAS**, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

**WHEREAS**, the FY 2004 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 17, 2004; and

**WHEREAS**, project work statements and budgets for carryover from FY 2005 to FY 2006 have been developed for the Virginia Technical Assistance Program and Washington Metropolitan Area Transit Authority (WMATA) Technical Assistance Program;

**NOW, THEREFORE, BE IT RESOLVED THAT:** THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the work statements and budgets for carryover funding from FY 2005 to FY2006 as described in the attached memorandum.



# MEMORANDUM

March 8, 2005

TO: Transportation Planning Board

FROM: Gerald K. Miller  
Chief, Program Coordination

SUBJECT: FY 2005 Carryover Funding for the FY 2006 UPWP

---

Attached are work statements and budgets for carryover funding from FY 2005 to FY 2006 for the following two projects:

- For the Virginia Technical Assistance Program, \$65,000 is to be carried over for the Enhanced Commuter Corridor Count Program project
- For the Washington Metropolitan Area Transit Authority (WMATA) Technical Assistance program, \$47,000 is to be carried over for the Strategic Plan for Enterprise-wide Geographic Information System (GIS) project

The final version of the FY 2006 UPWP will combine the carryover funding and projects into one work program for submission to FTA and FHWA. The proposed budget levels for these carryover projects by funding source, which includes FTA and FHWA funding together with state and local mach, are shown in Table 1A.

**TABLE 1A**

**PROJECT CARRYOVER FROM FY2005 TO FY2006 BY FUNDING SOURCE**

<b>WORK ACTIVITY</b>	<b>FY2005 FUNDS</b>	<b>FTA/STATE/ LOCAL</b>	<b>FHWA/STATE/ LOCAL</b>
<b>V. TECHNICAL ASSISTANCE</b>			
C. Virginia	65,000	7,825	57,175
D. WMATA	47,000	47,000	
<b>Subtotal</b>	<b>112,000</b>	<b>54,825</b>	<b>57,175</b>
<b>TOTAL</b>	<b>112,000</b>	<b>54,825</b>	<b>57,175</b>

## C. VIRGINIA

### Enhanced Commuter Corridor Count Program

This work element will dovetail with the scheduled COG count program (either the metro cordon count or the VDOT HOV monitoring program) to obtain additional data on modal use in either the I-66 or I-95 / 395 corridors. This additional data will provide statistically reliable information on modal use in the selected corridor that will be beneficial to planners and decision makers. While technical assistance funding will be used for the COG data collection effort, the success of this work element is predicated on transit providers providing ridership data, free of charge, to be integrated into the overall data analysis. This ridership data must be collected in the same time period as the COG traffic count data collection effort in order to accurately depict modal shares.

Cost Estimate:       \$2,000 FY 2006  
                              **\$65,000 carryover from 2005**

Schedule:             Data collection to occur in FY 2006

TOTAL V.C COST ESTIMATE: \$320,300 plus **\$65,000 carryover from 2005**  
  **\$385,300 total**

D. WMATA

Develop a Strategic Plan for Enterprise-Wide Geographic Information Systems (GIS) at WMATA

This study would define current and future functions at WMATA that would benefit from GIS; identify data sources and management strategies for those data; review planning and implementation experiences at peer transit agencies; ascertain costs and benefits of implementation; and develop an implementation plan.

The study would use consultant assistance working with WMATA staff.

Cost Estimate:       \$33,000 FY 2006  
                              **\$47,000 carryover from 2005**

Product:               Study report

Schedule:             June 2006

TOTAL V.D COST ESTIMATE: \$134,800 plus **\$47,000 carryover from 2005**  
  **\$181,800 total**