

ITEM 7 - Action

March 15, 2006

Approval of Amendments to FY 2006 Unified Planning Work Program (UPWP), and Approval of FY 2006 UPWP Carryover Funding to FY 2007

Staff

Recommendation:

- Adopt resolution R13-2006 to amend the FY 2006 UPWP to include revised work statements and budgets.
- Adopt resolution R14-2006 to approve the FY 2006 carryover funding for FY 2007.

Issues:

None

Background:

The Technical Committee recommended the approval of the attached amendments to the FY 2006 UPWP, together with the FY 2006 carryover funding to FY 2007 at its March 3 meeting.

The final version of the FY 2007 UPWP will incorporate this carryover funding into the work program to be submitted to the state departments of transportation and the Federal Highway and Transit Administrations.

TPB R13-2006
March 15, 2006

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO AMEND THE FY 2006 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 2006 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 16, 2005; and

WHEREAS, revised work statements and budgets for projects in the FY 2006 UPWP have been developed by staff, the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA) to modify projects and identify funding which will be carried over into FY 2007, as described in the attached materials;

NOW, THEREFORE, BE IT RESOLVED THAT: THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves amendments to the FY 2006 Unified Planning Work Program for Transportation Planning to include revised work statements and budgets for the FY 2006 UPWP, as described in the attached Memorandum of March 9, 2006 entitled: "FY 2006 UPWP Amendments to Include Revised Work Statements and Budgets" (pages A1-through A-9).

**TPB R14-2006
March 15, 2006**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO APPROVE
CARRYOVER FUNDING FROM FY 2006 TO THE FY 2007
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 2006 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 16, 2005; and

WHEREAS, project work statements and budgets for carryover from FY 2006 to FY 2007 have been developed for two projects, and the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT) and the Washington Metropolitan Area Transit Authority (WMATA) Technical Assistance Programs;

NOW, THEREFORE, BE IT RESOLVED THAT: THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the work statements and budgets for carryover funding from FY 2006 to FY 2007 as described in the attached Memorandum of March 9, 2006 entitled "FY 2006 Carryover Work Statements and Budgets for the FY 2007 UPWP" (pages B-1 through B-11).

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

MEMORANDUM

March 9, 2006

TO: Transportation Planning Board

FROM: Gerald Miller
Chief, Program Coordination
Department of Transportation Planning

SUBJECT: FY 2006 UPWP Amendments to Include Revised Work Statements and Budgets

Attached are pages excerpted from the current FY2006 UPWP indicating changes to the work statements and budgets for the following:

- IV.C. Household Travel Survey: Carryover \$385,700 to analyze the results of the pre-test and refine survey and interviewing materials
- IV.D. Regional Transportation Data Clearinghouse: Carryover \$85,000 to develop methodology to improve annual estimates of regional vehicle miles of travel (VMT) and traffic volumes on major segment of the regional highway network based on the enhanced HPMS sample for the TPB modeled region
- V. Technical Assistance
 - < Maryland: Carryover \$425,000 from four planning study projects
 - < Virginia: Carryover \$46,000 from four projects
 - < WMATA: Carryover \$103,000 from two projects

The total FY 2006 funding to be carryover is \$1,044,700.

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

PROPOSED AMENDMENTS TO THE FY 2006 UPWP

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

In FY 2006, staff will continue to provide data files, user documentation and technical support to the users of COG/TPB travel survey databases. This work will include special tabulations from these travel survey databases to support other COG/TPB transportation planning activities as required.

Staff will complete the design of a large-sample methodologically enhanced activity-based regional household travel survey. Methodological enhancements under consideration for this survey include: (1) development of a GIS-based housing unit sample frame that would enable selection of survey households by land use area type, (2) development of a multi-modal data collection survey methodology that permits household recruitment and diary retrieval by mail, telephone, Internet and in-person contacts, (3) a GPS vehicle tracking add-on sub-sample, and (4) a follow-up survey of non-responding households and household members.

A professional survey firm will be contracted to develop all materials required for this survey and to conduct a pre-test of the proposed methodologically enhancements. ~~Survey design elements and interviewing materials will be refined based upon the results of the survey pre-test. Data collection for the full survey will begin as time and funding permit.~~ It is currently estimated that between \$1.8 and \$2.0 million in additional funding will be needed to collect the required methodologically enhanced travel survey data from approximately 10,000 households in the TPB modeled region.

Estimated Cost:	\$835,700 \$450,000
Oversight:	Travel Forecasting Subcommittee
Products:	Design and initial pre-test of a large sample methodologically enhanced activity-based regional household travel survey
Schedule:	June 2006

REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

Efficient access to a comprehensive data set containing current and historic data on the characteristics and performance of the region's transportation system is vitally important

for transportation planning, air quality analysis, models development, congestion management and project evaluations.

In FY 2006 staff will continue and expand formal arrangements with local, state, WMATA, and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse. Staff will also update Clearinghouse databases with FY 2004-FY 2005 highway and transit performance data, as they become available. This updated data will include AADT traffic volume estimates, hourly directional traffic volume and classification counts as well as transit ridership data received from WMATA, PRTC, VRE, MTA and local transit agencies including Ride-On, The Bus, ART, DASH and the Fairfax Connector systems. Additionally, staff will add updated Cooperative Forecasting data to the Clearinghouse by TAZ. Staff will also continue to develop the data infrastructure necessary to incorporate ITS data into the Clearinghouse and refine procedures for filling gaps where current data might not be available. Staff will also update the Regional Transportation Clearinghouse user manuals and documentation, as appropriate.

Once the Regional Clearinghouse database has been updated with FY04-05 data, staff will distribute a draft CD-ROM version of the updated Clearinghouse database with associated documentation to state and local transportation agency Clearinghouse contacts for their review. After this local review has been completed and all comments have been addressed, staff will distribute the final FY 2004 Clearinghouse database to all TPB participating agencies.

In FY 2006 staff will also work with State DOTs and local agency staff to design and develop an enhanced Highway Performance Monitoring System (HPMS) sample of traffic counting locations in the TPB modeled region and plan supplemental traffic count data collection for this enhanced metropolitan area-based sample. ~~Develop methodology to improve annual estimates of regional vehicle miles of travel (VMT) and traffic volumes on major segment of the regional highway network based on the enhanced HPMS sample for the TPB modeled region.~~

Estimated Cost:	\$257,500 \$172,500
Oversight:	Travel Forecasting Subcommittee
Products:	Updated Clearinghouse Databases and Documentation, Enhanced metropolitan area-based HPMS sample of traffic counting locations
Schedule:	June 2006

V. TECHNICAL ASSISTANCE

B. MARYLAND

Intercounty Connector Study (ICC) - In previous years staff executed the systems level travel demand forecasts for the ICC, testing various scenarios for different corridors and forecast years. FY2006 activities will build upon those work activities to provide additional detail regarding existing alternatives executed and in performing follow-up travel demand forecasts to refine previous outputs.

Cost Estimate: \$50,000

~~**Bi-County Transitway** - Recent activities on this project planning study have primarily been conducted by consultants to the Maryland MTA. Those planning efforts have utilized TPB's Version 2.1C travel demand model. This project is designed to provide technical support to MTA and their consultants including application of the Version 2.1D travel demand models (assistance with development of model inputs, execution and evaluation of model outputs), in subsequent incorporation of new transit analysis features of the model now under development in corridor studies around the region, and in evaluation of results generated in the alternatives analysis.~~

~~Cost Estimate: \$55,000~~

MD 5 Express Toll Lane Study - Consistent with MDOT's studies in the ICC, I-270 and Capital Beltway corridors of the feasibility of the express toll lane (ETL) concept and operations, this study is designed to test the approach in the MD 5 corridor of Prince George's County. Travel demand forecasts for ETL alternatives will be developed in the MD 5 corridor between the Charles County line and the Capital Beltway, both independently, and in conjunction with ETL operations on other facilities on a systems level basis.

Cost Estimate: ~~\$50,000~~ **\$15,000**

US 301 Corridor Study - Building upon past efforts in the US 301 corridor, this study will consider additional highway / transit improvements in the area extending from south of La Plata to the US 50 interchange in the north. Travel demand forecasts will be developed for transportation alternatives as developed by MD SHA / MTA.

Cost Estimate: ~~\$50,000~~ **\$15,000**

Project Planning Support

There are a number of project planning activities currently underway under the technical

assistance program in Maryland. These range from multimodal analyses in major corridors, e.g., the Capital Beltway and I-270, to the development of travel demand forecasts for individual facilities. This project provides funding to support these activities, to address both ongoing corridor / subarea studies as well as the initiation of new planning studies. Specific project authorizations will occur throughout the fiscal year, as priorities dictate.

Cost Estimate: ~~\$317,300~~ **\$17,300**

TOTAL V.B COST ESTIMATE: ~~\$715,500~~ **\$290,500**

C. VIRGINIA

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 VDOT and VDR&PT staff to discuss projects, draft and finalize work statements and tasks, create project accounts when authorized, and report progress on projects throughout the year.

Cost Estimate: ~~\$10,000~~ **\$3,000**

Product: scopes of work, progress reports

Schedule: on-going activity

Miscellaneous Services

- A. This work element provides VDOT with the ability to undertake limited scope studies and or data gathering activities identified during its regional and sub-regional planning activity during fiscal year 2005. The Department is currently engaged in examining the merits and priority of a few competing projects which include: traffic volume studies in activity centers outside the Capital Beltway, strengthening of some components of the regional travel demand model, and enhancing the district-wide HOV traffic volume data collection program.

- B The miscellaneous account is also a mechanism established to address requests, which are too small or too short-lived to warrant separate work scopes. Authorizations to execute specific tasks are usually given by fax; this is particularly useful for quick turnaround. Work items include: requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG, participation in technical review committees and tasks forces and execution of small technical studies.

Cost Estimate: ~~\$14,800~~ **\$12,000**

Schedule: on-going activity

I-66 Feasibility Study Supplemental Data Collection

Should the Virginia Commonwealth Transportation Board decide to pursue a location study of feasible improvements to westbound I-66 between the Rosslyn Tunnel and the Dulles Airport Access Highway, additional traffic data may be required. This work element will fund COG staff collecting data needed for such a study as a complement to additional data collection efforts by VDOT.

————— Cost Estimate: ————— \$20,000

————— Schedule: ————— On-going activity

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~~ **\$50,000**

Schedule: Data collection to occur in FY 2006

TOTAL V.C COST ESTIMATE: ~~\$456,800~~ **\$410,800**

D. WMATA

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: ~~\$24,000~~ **\$1,000**

Schedule: on-going activity

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: ~~\$181,800~~ **\$78,800**

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

MEMORANDUM

March 9, 2006

TO: Transportation Planning Board

FROM: Gerald Miller
Chief, Program Coordination
Department of Transportation Planning

SUBJECT: FY 2006 Carryover Work Statements and Budgets for the FY 2007 UPWP

Attached are pages excerpted from the draft FY 2007 UPWP with changes and additions shown in **bold** to reflect the carryover funding from FY 2006 to FY 2007. The FY 2007 work elements affected by the FY 2006 carryover funding are as follows:

- IV.C. Household Travel Survey: Carry over \$385,700 to analyze the results of the pre-test and refine survey and interviewing materials.
- IV.D. Regional Transportation Data Clearinghouse: Carry over \$85,000 to develop methodology to improve annual estimates of regional vehicle miles of travel (VMT) and traffic volumes on major segments of the regional highway network based on the enhanced HPMS sample for the TPB modeled region.
- V. Technical Assistance
 - < Maryland: Carry over \$425,000 for four planning study projects
 - < Virginia: Carry over \$46,000 for the Enhanced Commuter Corridor Count Program
 - < WMATA: Carryover \$103,000 to Develop WMATA's Geo-Spatial Information Capabilities to Enhance Regional Planning

The final version of the FY 2007 UPWP will combine the carryover funding and new funding 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 match, are shown in Table 1.

TABLE 1

3/7/2006

PROJECT CARRYOVER FROM FY2006 TO FY2007 BY FUNDING SOURCE

WORK ACTIVITY	FY2006 FUNDS	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL
IV. TRAVEL MONITORING			
C. Household Travel Survey	385,700	74,063	311,637
D. Regional Transp Data Clearinghouse	85,000	16,322	68,678
Subtotal	470,700	90,385	380,315
V. TECHNICAL ASSISTANCE			
B. Maryland	425,000	39,224	385,776
C. Virginia	46,000	4,245	41,755
D. WMATA	103,000	103,000	
Subtotal	574,000	146,469	427,531
TOTAL	1,044,700	236,854	807,846

CARRYOVER WORK STATEMENTS AND FUNDING FOR THE FY 2007 UPWP

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

In FY 2007, approximately 10,000 households will be surveyed to collect detailed information on the socio-economic characteristics and travel behavior of persons residing in the TPB modeled region. The information collected in this survey will be used in future fiscal years to develop and calibrate regional travel demand forecasting models that are used to predict future travel demands based on projected household and employment growth and planned improvements to the regional transportation system. The last large scale regional household travel survey of this type was conducted more than 10 years ago.

At the start of FY 2007, the results of the survey pre-test conduct in the Spring of 2006 will be analyzed. Survey design elements and interviewing materials will be refined based upon the results of the survey pre-test and data collection for the full survey will commence immediately on the completion of these refinements.

In FY 2007, a professional survey firm, selected in FY 2006, will recruit and obtain the participation of approximately 10,000 households in a methodologically advanced activity-based regional household travel survey. The conduct of this survey will be based on enhanced methodologically procedures that have been tested and refined based on the results of a survey pre-test conducted in the spring of 2006. The enhanced methodological procedures used in this survey will be designed to make this survey as representative as possible of all population groups in the metropolitan region and to minimize the adverse effects on non-response bias and the under-reporting of travel in traditional Random Digit Dialing (RDD) telephone-based travel surveys. Staff will manage and supervise the survey contractor to ensure that all survey procedures and protocols are being correctly carried out and will provide overall survey quality control. Staff will also coordinate survey activities with state and local government staff as appropriate.

Staff will also continue to provide data files, user documentation and technical support to the users of existing COG/TPB travel survey databases. This work will include special tabulations from these databases to support improvements in travel forecasting procedures and other COG/TPB transportation planning activities as required.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$2,008,160 (Basic program 1,625,760 state technical assistance \$382,400) \$385,700 carryover from FY 2006 \$2,393,860 total

Product: Travel Survey Data from 10,000 Households
Schedule: June 2007

REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

Efficient access to a comprehensive data set containing current and historic data on the characteristics and performance of the region's transportation system is vitally important for transportation planning, air quality analysis, models development, congestion management and project evaluations.

In FY 2007 staff will continue and expand formal arrangements with local, state, WMATA, and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse. Staff will also update Clearinghouse databases with FY 2005-FY 2006 highway and transit performance data, as they become available. This updated data will include AADT traffic volume estimates, hourly directional traffic volume and classification counts as well as transit ridership data received from WMATA, PRTC, VRE, MTA and local transit agencies including Ride-On, The Bus, ART, DASH and the Fairfax Connector systems. Additionally, staff will add updated Cooperative Forecasting data to the Clearinghouse by TAZ. Staff will also continue to develop the data infrastructure necessary to incorporate ITS data into the Clearinghouse and refine procedures for filling gaps where current data might not be available. Staff will also update the Regional Transportation Clearinghouse user manuals and documentation, as appropriate.

Once the Regional Clearinghouse database has been updated with FY05-06 data, staff will distribute a draft CD-ROM version of the updated Clearinghouse database with associated documentation to state and local transportation agency Clearinghouse contacts for their review. After this local review has been completed and all comments have been addressed, staff will distribute the final FY 2005 Clearinghouse database to all TPB participating agencies.

Staff will develop a methodology to improve annual estimates of regional vehicle miles of travel (VMT) and traffic volumes on major segment of the regional highway network based on the enhanced HPMS sample for the TPB modeled region. In FY 2007 staff will also work with State DOTs and local agency staff to implement an enhanced Highway Performance Monitoring System (HPMS) sample of traffic counting locations in the TPB modeled region and an improved methodology to estimate regional vehicle miles of travel (VMT) and annual average weekday traffic volumes on major segments of the regional highway network for the TPB modeled region.

Oversight: Travel Forecasting Subcommittee

Cost Estimate: \$262,600
\$85,000 in carryover from 2006
\$347,600 total

Products: Updated Clearinghouse Databases and Documentation, Enhanced metropolitan area-based HPMS sample of counting locations and traffic volume estimation methodology

Schedule: June 2007

V. TECHNICAL ASSISTANCE

B. MARYLAND

Subregional Studies

Bi-County Transitway - Recent activities on this project planning study have primarily been conducted by consultants to the Maryland MTA. This project is designed to provide technical support to MTA and their consultants, including application of the primary travel demand models (assistance with development of model inputs, execution and evaluation of model outputs), incorporation of new transit analysis at the corridor level, and evaluation of results generated in the alternatives analysis.

Cost Estimate: \$60,000
 \$55,000 carryover from FY 2006

MD 5 Express Toll Lane Study - Consistent with MDOT's studies in the ICC, I-270 and Capital Beltway corridors of the feasibility of the express toll lane (ETL) concept and operations, this study is designed to test the approach in the MD 5 corridor of Prince George's County. Travel demand forecasts for ETL alternatives will be developed in the MD 5 corridor between the Charles County line and the Capital Beltway, both independently, and in conjunction with ETL operations on other facilities on a systems level basis.

Cost Estimate: \$35,000 carryover from FY 2006

US 301 Corridor Study - Building upon past efforts in the US 301 corridor, this study will consider additional highway / transit improvements in the area extending from south of La Plata to the US 50 interchange in the north. Travel demand forecasts will be developed for transportation alternatives as developed by MD SHA / MTA.

Cost Estimate: \$35,000 carryover from FY 2006

Project Planning Support

This project provides funding throughout the fiscal year as needed to support the above listed project planning activities. Work efforts may address ongoing corridor / subarea studies, such as the Capital Beltway and I-270, as well as the initiation of new planning studies, ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. Specific project authorizations will occur throughout the fiscal year as priorities dictate.

Cost Estimate: \$46,200

\$300,000 in carryover from FY 2006

2006 TOTAL V.B COST ESTIMATE: \$567,200 plus **\$425,000 carryover from FY**
\$992,200 total

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 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. (If additional funding is identified, the data will be analyzed and documented in a technical report.)

Cost Estimate: \$46,000 carryover from 2006

Product: Data files

Schedule: Data collection to occur in FY 2007

**TOTAL V.C COST ESTIMATE: \$513,900 plus \$46,000 carryover from FY 2006
\$559,900 total**

D. WMATA

Develop WMATA's Geo-Spatial Information Capabilities to Enhance Regional Planning

TPB staff, WMATA jurisdictional partners and other associated regional stakeholders routinely request data from WMATA about bus stops and routes, rail stations, service levels, ridership and on-time performance, among other things. Each of these data elements has a geo-spatial component that can be used to enhance the region's planning and analytical capabilities. Additionally, Metro Access requires high quality GIS data in order to coordinate service and provide the best quality service to qualified physically challenged riders.

WMATA seeks to use its UPWP funds to document and understand the current and future needs of its stakeholders throughout the Region, detail the specific requirements necessary to meet those needs, and develop a plan for a geo-spatial information dissemination capability that will benefit those stakeholders and enhance regional planning. If funding remains available, these funds can be used toward a demonstration project that could include dissemination of Regional Bus Stop data.

In FY 2006, WMATA and TPB staff will develop an RFQ for consultant assistance for the following activities. In FY 2007, WMATA and TPB staff will work with the consultant to perform the tasks associated with those needs identified above.

**Cost estimate: \$147,000 plus \$103,000 carryover from 2006
 \$250,000 total**

**Products: - Enhanced GIS Specification Document
 - Bus Stop Inventory Dissemination
 Application (Funding dependent)**

Schedule: June 2007

**TOTAL V.D COST ESTIMATE: \$164,800 plus \$103,000 carryover from 2006
 \$267,800 total**