

National Capital Region Transportation Planning Board

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Item 11

MEMORANDUM

September 2, 2011

TO: Technical Committee

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

SUBJECT: Update on Amendments to the FY 2012 Unified Planning Work Program (UPWP) to Revise the Budget and to Respond to the Federal Certification Review of the Transportation Planning Process for the Washington, DC-VA-MD Transportation Management Area (TMA)

Introduction

In July, the Technical Committee and TPB were briefed on an amendment to the 2012 UPWP budget to reflect changes in new FY 2012 funding and adjustments in the unobligated FY 2010 funding provided by DDOT, MDOT and VDOT. They were also briefed on amendments to the FY 2012 UPWP to implement the recommendations and corrective actions included in the federal certification report on the transportation planning process for the Washington DC-VA-MD Transportation Management Area. At the July 20 meeting, the TPB approved the scope and process to develop a TPB Regional Transportation Priorities Plan for incorporation into the FY 2012 UPWP. This memorandum will summarize the budget revisions and the changes to the FY 2012 UPWP which will be presented to the TPB for approval at its October 19 meeting.

Proposed FY 2012 UPWP Budget Revisions

Since the FY 2012 UPWP was approved in March, the funding allocations provided by DDOT, MDOT and VDOT have been revised to reflect changes in new FY 2012 funding and adjustments in the unobligated FY 2010 funding. The TPB approved budget for the FY 2012 UPWP includes "new FY 2012 funds" that come from the federal FY 2011 budget and "unobligated FY 2010 funds" that are unexpended funds from the completed FY 2010 UPWP.

At the July Technical Committee and TPB meetings, information was presented showing that the new funding total needed to be increased by about \$486,000 and the unobligated FY 2010 total decreased by about \$417,000. At this time, the net result was a **small increase of about \$70,000** for the total FY 2012 UPWP budget.

However, in August, MDOT provided TPB staff information that reduced its FY 2012 FHWA PL funding allocation **by \$301,504** due to a rescission of its FHWA total funding. Instead of the FY2012 UPWP budget increasing by \$70,000, it now needs to be **reduced by about \$230,000. This results in about a \$200,000 reduction for the basic program, and about a \$30,000 reduction for the Maryland Technical Assistance program.**

Proposed Work Activity Changes

- A. To account for the basic program budget reduction, it is proposed to reduce the budget for **work activity 4.C Models Development** by \$200,000 for the work element set aside to provide consultant assistance to design a framework for applying a tour-based and/or activity-based travel demand model (ABM) for the Washington region. \$250,000 has been carried over from previous years for this work element, with the hope that research efforts, such as the Association of Metropolitan Planning Organization (AMPO) study of MPO's experiences with advanced travel models, would shed light on whether ABMs represent a good use of resources for updating the current travel model and on how best to proceed with deploying such an effort.

The May 2011 final report of Phase 1 the AMPO study on the experience of MPOs that have developed and applied ABMs concluded that there was not sufficient documentation to permit an assessment of the benefits and costs of ABMs. Phase 2 of the AMPO study, which will be completed by December 31, 2011, is examining the experience at two MPOs that have applied both a trip based model and an ABM. Staff recommends that the Models Development work activity budget be reduced by \$200,000, and that we wait until the Phase 2 report on the AMPO study is completed. Based upon this report, we can consider including new funding in the FY 2013 UPWP for a consultant to design a framework for applying an ABM for the Washington region.

- B. For **work activity 3.C Regional Studies**, new text will be added to incorporate the TPB approved scope and process to develop a TPB Regional Transportation Priorities Plan. It is also proposed to transfer \$100,000 from this work activity to **work activity 1.E Public Participation** to support outreach for the priorities plan and to implement enhanced outreach activities pursuant to the federal certification report recommendations.
- C. Also pursuant to the federal certification report recommendations, text will be added to **Section 1** to fully document how the TPB and FAMPO meet their TMA planning responsibilities under their 2004 agreement. New text will also be added to **work activities 1.B Transportation Improvement Program and 1.D Financial Plan** to provide additional documentation.
- D. Adaptation for climate change effects is a topic receiving increased attention by federal and state transportation agencies. Text to address this new emphasis will be added to **work activities. 1.C Constrained Long-Range Plan and 2.B Management, Operations, and Intelligent Transportation Systems (MOITS) Planning.**

B. Proposed Responses to the Federal Certification Review

TPB staff and FAMPO staff have reviewed the recommendations and actions and will work cooperatively to implement them by the compliance deadlines. At the July 20 meeting, the TPB will be briefed on proposed amendments to the FY 2012 UPWP to implement the federal recommendations. In September, the TPB will be asked to amend the FY 2012 UPWP to include text to identify actions that will be taken by the end of FY 2012 (June 30, 2012) to implement the recommendations. Any additional implementation actions beyond June 30, 2012 will be specified in the FY 2013 UPWP which the TPB is scheduled to adopt in March 2012. By June 30, 2012, TPB staff will produce a report documenting the TPB and FAMPO implementation of the recommendations and corrective actions.

Background on the Federal Certification Review Recommendations and Corrective Actions

In April 2010, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area.

The certification review is documented in a May 5, 2011 report. FTA staff briefed the Technical Committee and the TPB on this report at their May meetings. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report includes 11 TPB recommendations and 3 FAMPO recommendations.

The report also has 4 corrective actions that FAMPO must address. The first action requires that FAMPO and the Virginia Commonwealth Transportation Board submit a joint letter by August 5, 2011 confirming the FAMPO project selection process for RSTP and CMAQ projects. The next two actions require FAMPO staff to receive Title VI training and FAMPO to establish a Title VI/Nondiscrimination Plan by May 5, 2012. The final action requires FAMPO to establish a process for assessing the impacts of the investments in the plan and TIP on different socio-economic groups by six months following the adoption of the Title VI Plan.

The certification statement in the report is as follows:

The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months.

Proposed Implementation of the Recommendations and Corrective Actions

Attached are tables summarizing the proposed actions to implement the recommendations and corrective actions. Recommendations 1 for TPB and 12 for FAMPO are essentially the same concerning FAMPO and TPB planning processes and a call for a review of the 2004 TPB/FAMPO planning agreement for the TMA. Table 1 presents the TPB implementation actions for its 11 recommendations.

Table 2 presents the FAMPO actions responding to its 3 recommendations and 4 corrective actions. It is anticipated that the first corrective action requiring FAMPO and the Virginia Commonwealth Transportation Board to submit a joint letter confirming the FAMPO project selection process for RSTP and CMAQ projects will be accomplished by August 5, 2011. TPB staff are working with FAMPO staff to implement the remaining 3 FAMPO corrective actions to address receiving Title VI training, producing a Title VI plan, and analyzing Title VI impacts on different socio-economic groups.