FY 2021

National Capital Region
Transportation Planning Board

Work Program Progress Report

April 2021

FY 2021

The TPB approved its FY 2021 Unified Planning Work Program (UPWP) in March 2020, and amended it in March 2021. The TPB Work Program Progress Report provides a short summary of each activity for the month of April. In addition, this report concludes with status updates reflecting timelines for all ongoing program plans and projects. Please reference the 2021 UPWP for details concerning the approved budget, and work description for each task. The following graphic identifies all the activities in the UPWP.

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Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	$1,085,010	$62,133	78%	31

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 Long-Range Transportation Plan

In April 2021, the TPB staff conducted one of its ongoing biweekly LRTP coordination meetings, during which planning and coordination take place for a range of LRTP activities and materials, from technical and financial inputs, and preparation for the comment period and its related materials, to the LRTP outline and approach/content, communications, mapping and public participation.

The staff conducted the comment period and interagency review from April 2 - May 3. Staff reviewed, compiled, and summarized comments, and worked with sponsoring agencies to develop responses. Staff worked with agencies to document technical corrections to the inputs. Staff coordinated internally and with technical members to review the data updates, address any errors or questions and to apply quality control procedures. Staff produced a document to inform the board's decision making on the technical inputs that included a comment summary, compilation, work session summary, and updated conformity table.

Staff prepared for and coordinated with regional technical partners to conduct a board work session prior to the April meeting to review the inputs with technical agency staff that sponsored new and existing projects. As board members requested a second session, the staff prepared for a second work session in May. Staff also coordinated with agency staff to develop responses for all existing capital projects in the plan to the policy question (#32-45) in the technical inputs summary. Staff compiled these responses for the board member to consider and discuss during the May work session.

Staff worked with the TPB and COG communications department to launch the website for visualize2045.org.

Staff that manages long-range transportation plan activities continued to work with the public participation team to draft a socially distant public engagement approach for the summer of 2021, building on Phase I of public participation (survey and focus groups).

Staff continued testing new performance measures being considered to enhance the LRTP performance reporting.

Staff continued work, with consultant support, to document regional climate resiliency/stormwater planning and identify regional strategies for resiliency/stormwater management through transportation projects and programs.

1.2 Federal Compliance

The Fredericksburg MPO (FAMPO) approved the 2021 TPB/FAMPO MOU in March. Staff presented the updated agreement at the April 2 TPB Technical Committee meeting and shared it with the TPB at the April 21 TPB meeting. The 2021 TPB/FAMPO MOU is scheduled to be approved by the TPB at the May 19 meeting.

1.3 Policy Board-Directed Activities

The TPB has directed that the TPB itself and its staff commit that our work together will be anti-racist and will advance equity all its work activities..." In response to the TPB July 2022 resolution, TPB staff have conducted activities to discuss how to incorporate these concepts materially. The TPB staff conducted internal workshops to discuss examples of staff activities and have shared recent

examples of best practices for considering equity and anti-racism in our work. TPB staff continue to weave equity, as a foundational principal, through TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	$438,483	$42,881	82%	33

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1 Transportation Improvement Program (TIP)

TPB staff continued to work on a development plan for the FY 2023-2026 TIP and began the process of cleaning up data records for inactive and completed TIP projects and long-range plan projects. At its meeting on April 2, the TPB Steering Committee reviewed and approved two resolutions to amend the FY 2021-2024 TIP. The first amendment, requested by VDOT, added $60 million in funding for the I-95 Spot Improvements at Opitz Blvd project (TIP ID 11510): and $1.8 million or the Van Buren Road Extension (Study Only) project (TIP ID 8605). The second amendment was requested by DDOT to add $6 million for the Kenilworth Ave. NE Reconstruction project (TIP ID 3290); $21.4 million for the Streetlight Asset Management project (TIP ID 5385); $5 million for the Streetlight Construction project (TIP ID 5439); and to deprogram $26.3 million from the Citywide Streetlight P3 project grouping (TIP ID 6625).

The TPB reviewed and approved resolution R17-2021 at its April 21 meeting. This resolution approved an amendment to the FY 2021-2024 TIP to include six projects for funding under FTA's Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and amended the TPB's portion of the FY 2021-2024 TIP to include those projects and $532,218 in Section 5310 (Elderly and Persons with Disabilities Program) funds appropriated to the DC-VA-MD region through CRRSAA.

The TPB reviewed and approved resolution R17-2021 at the April 21 meeting, which approved projects for funding under FTA's Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and amended the TPB's portion of the FY 2021-2024 TIP to include those projects.

2.2 TIP Database Support

During the month of April, staff from EcoInteractive met with TPB staff to assess some metrics to measure "customer success" in terms of time saved creating and editing custom reports, elimination of duplicative data entry, and verifying financial constraint. EcoInteractive also began outlining work to be done under their "Professional Services" capacity, which would be paid for additionally by the quarter. TPB staff is discussing with the consultant the option to purchase one quarter of a fiscal year in Professional Services in order to get a head start on tasks like Printable project description forms, and a new functionality enabling state DOTs to sign off on their STIP amendments and submit to federal partners.

The consultant completed the following tasks in support of the Project InfoTrak database application:
- Corrected a fund-source error that had replaced STBG funding with EB/MG funding
- Eliminated built-in system protections that prevented TIP projects currently proposed for adoption from being amended in the current TIP,
- Deleted fields from the Grouped Project information that were inconsistent with how we intend to use this feature
- Removed required field validation for Second Cross Street when Local Streets and Intersection are selected for System/Location Type
Ecolinteractive continued work on the following items this month:
- Providing technical support for TPB and member agency staff
- Providing assistance with GIS imports for Bike/Ped Plan Projects
- Formatting of TIP reports so that descriptions would include line breaks as entered in the description form.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	$2,702,916	$119,008	60%	35

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff prepared a presentation with new PBPP data for calendar year 2020 and the schedule for PBPP activities over the next year, for the Technical Committee May meeting. Staff continued discussion on the content and work items regarding PBPP for the 2022 version of the Visualize 2045 long range transportation plan.

3.2 Congestion Management Process

Congestion Management Process (CMP) data compilation and analysis continued toward future editions of the National Capital Region Congestion Report quarterly website "dashboard". Staff continued compiling information on impacts of the COVID-19 pandemic on roadway traffic, transit ridership, and other aspects of transportation for presentation at future committee meetings, and as part of a multi-sectoral analysis of pandemic impacts for future presentation to the TPB and other stakeholders.

CMP data compilation and analysis continued toward future editions of the National Capital Region Congestion Report quarterly website "dashboard".

3.3 Systems Performance, Operations, and Technology Planning

In coordination with the Long-Range Transportation Planning Task 1, a consultant team with staff oversight continued work on "Resiliency Planning Factor – Adaptation Planning and Coordination", to research and document TPB member agency resiliency adaptation activities, and to develop a white paper to describe findings. The effort was anticipated to be completed by June 2021.

Planning for future TPB Connected and Autonomous Vehicles (CAV) webinars continued.

3.4 Transportation Emergency Preparedness Planning

The regularly scheduled April 14, 2021 meeting of the Transportation Emergency Preparedness Committee (R-ESF 1) was organized and conducted, including information sharing continued among committee members and staff on current regional transportation emergency preparedness issues,

and Metropolitan Area Transportation Operations Coalition (MATOC) and transportation agency response actions due to COVID-19. The committee was also briefed on the TPB's ongoing "Resiliency Planning Factor – Adaptation Planning and Coordination" activities noted in Task 3.3 above.

3.5 Transportation Safety Planning

The regularly scheduled April 13, 2021 meeting of the Transportation Safety Subcommittee was organized and conducted. The agenda included an update on Maryland's Strategic Highway Safety Plan, an update on the Regional Roadway Safety Program, a briefing on a recently released GHSA report on pedestrian fatalities in 2020, and a briefing on the results of crash data analysis of TPB equity emphasis areas.

Staff completed an analysis of the degree to which each of the 11 Regional Roadway Safety Program applications addressed program funding priorities and distributed the analysis to the Selection Panel.

A Request for Qualifications (RFQ) to solicit consultants for the Regional Safety Program was completed and published.

For the Analysis of Regional Roadway Safety Outcomes study, the consultant team completed work on a regional roadway safety equity analysis, presented the findings to the Transportation Safety Subcommittee, and submitted a draft final report for review.

3.6 Bicycle and Pedestrian Planning

The Vision Zero Arterial Design Webinar was organized and held on April 23. The agenda included a review of NACTO arterial design guidelines, a presentation on Maryland's context driven design guide, an overview of Montgomery County's complete streets design guide, a briefing on Prince George's County's arterial roadway design approach under vision zero, a presentation of vision zero for arterials in DC, VDOT's pedestrian safety initiatives on arterials, and an overview of TPB's Regional Roadway Safety Program. 81 people participated, including guest speakers and COG staff.

Staff provided an update on the upcoming Spring Street Smart campaign wave to the Prince George's County Vision Zero working group meeting on April 1st.

Staff identified and deleted duplicate projects from the bike/ped project database and continued work to reformat and update the bike/ped plan text.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee met in April. The agenda included an update on regional information gathering regarding transit operations and Covid-19, a presentation by DDOT on their bus priority program toolbox, a regional transit data sharing update from WMATA, a presentation by Fairfax county on their route optimization analysis & Title VI, a lecture on transportation policies & climate change, and TPB updates on the BRT info/motion graphic, transit inputs for Visualize 2045, and information collection activities: TDP/TSP status, equity analyses, automated vehicles planning, travel surveys, ridership and fare data analysis.

TPB staff prepared letters of support for federal grant applications by member agencies. Staff continued coordination on the white paper on transit equity analysis with the on-call planning consultant. Staff prepared a presentation and memo on the equity analysis for the May Technical Committee meeting. Staff prepared updated materials on transit electrification. Staff drafted a memo on fare relief: background, events of the pandemic, equity and climate change goals, and other transit fare factors. Staff attended a GWP Rail Vision webinar and the NVTC MAC and WMATA JCC meetings.

3.8 Freight Planning

Staff developed the agenda and secured speakers for the regularly scheduled May 13, 2021 meeting of the TPB Freight Subcommittee.

Staff began initial planning work to develop an RFP for consultant assistance to update the Regional Freight Plan in FY 2022.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

The Metropolitan Area Transportation Operations Coordination (MATOC) Program is an operational partnership of the region's major transportation agencies, funded outside the UPWP, but with certain planning support activities provided by TPB staff under this task.

The regularly scheduled virtual April 13 meeting of the MATOC Severe Weather Coordination Working Group was organized and conducted, concluding information exchange for winter weather response coordination for the 2020-2021 winter season. The working group was anticipated to convene next in September 2021 to begin planning for next winter.

An April 22 virtual meeting of the MATOC Operations Subcommittee was organized and conducted, coordination on COVID-19's impacts on roadway operations, as well as general coordination activities.

The regularly scheduled virtual April 30 meeting of the MATOC Steering Committee was organized and conducted, continuing discussion of communications, coordination, and Traffic Incident Management topics, as well as impacts of COVID-19.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	$1,018,896	$59,977	86%	41

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

The Community Advisory Committee (CAC) met on April 15 for a virtual meeting. The committee received briefings on Visualize 2045 and the public comment period that is currently underway for the plan update. Also, at the meeting, staff briefed the CAC on three TPB technical assistance programs and the upcoming TPB agenda.

Using qualitative research software, staff continued analysis of input from a series of 11 focus groups with randomly selected residents about key transportation challenges facing the region. The sessions, which were conducted in January and February, were focused on equity, safety and climate change. The findings from the focus groups will provide qualitative input for the update of Visualize 2045 and will complement the opinion survey that was conducted in the fall. Participants for the sessions were grouped by geographic and demographic categories, including residents who are low-income, racially and ethnically diverse, people with disabilities, older adults. A report on this research will be released in the summer.

Staff continued preparing for Phase II outreach for Visualize 2045, which will provide open opportunities for public input. Phase I was invitation-only, focusing on public opinion research through quantitative research (opinion survey) and qualitative research (focus groups). Phase II engagement will be conducted this summer. The main activity for Phase II will be the distribution of posters and signs around the region that will display QR codes, which will solicit input on the TPB's Aspirational Initiatives.

The Voices of the Region public opinion survey continued to receive attention in the media. Also, during this reporting period, staff prepared jurisdiction-level data to share with TPB members.

Staff held a virtual AFA committee meeting on April 9:

- Visualize 2045
    - o Staff provided an overview of the parts of the plan and how it is implemented.
    - o Staff shared the timeline for public comment and introduced the public comment packet.
    - o Staff highlighted some of the new major projects and significant changes to existing projects in the update.
    - o Committee members asked questions and provided suggestions about transportation access, service coverage, and frequency.
- Reach a Ride Briefing
    - o Staff provided an overview of Reach A Ride, a website and call center that provides consumers and social service agencies access to information about Specialized Transportation Services in the region.
    - o Staff walked through the steps to access information on the website, discussed enhancements, and requested AFA feedback for improvements.
    - o AFA members shared feedback and improvement suggestions, which included:
        - better identification of providers who only serve participants of their specific programming
        - addressing how information differs when using additional 4 numbers for zip codes
        - the need for outreach and education about the resource and what it can and cannot do
        - continuing to coordinate with other information and referral resources to avoid duplicative efforts
        - the need to consider other means of translation for the diverse populations in our region, including the Language Line
- 2021 Enhanced Mobility Solicitation
    - o Staff briefed the committee on anticipated funding, solicitation launch, and timeline for application and award for the 2021 Enhanced Mobility Program.
    - o Committee questions included a comparison of funding from prior solicitations to this one, and questions about eligibility and insurance requirements.
- Supplemental Relief Funding Under 5310
    - o Staff provided an overview of CRRSAA funding and the timeline for award and shared the number and types of applications received.
    - o Staff shared information about an upcoming solicitation for additional supplemental funding for Enhanced Mobility under the American Rescue Plan Act of 2021.
- Other Business
    - o AFA members were invited to participate in the Institute of Transportation Engineers' Accessible Streetscape Design Project spearheaded by DDOT.
    - o Staff shared Regional Resources available to access data from the 2017/18 Regional Transportation Survey.
    - o Chair Aguirre announced an April 23 webinar, hosted by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee, on Vision Zero Arterial Design.
    - o AFA Chair Aguirre and a member shared information on a recent ruling that the Equal Rights Center v. Uber Technologies, Inc., et al lawsuit over Uber's "failure to provide equivalent service under ADA Title III to people with disabilities, and specifically people who have physical disabilities and use mobility devices such as power chairs", will continue.

4.2 Communications

The following stories were featured in TPB News and COG news releases:

- *Transportation Land-use Connections Program projects will help create more livable communities*

April 26, 2021

- *Pedestrians, bicyclists make up one-third of traffic fatalities across metropolitan Washington -- Street Smart Campaign*

April 19, 2021

- *The first public comment period for the Visualize 2045 update is now underway*
  April 13, 2021
- *Staff Spotlight: Karen Armendariz captures the many 'Voices of the Region'*
  April 5, 2021

Throughout the period, TPB staff maintained an active presence on social media.

Staff began an audit to comprehensively update pages on the COG website related to transportation. Staff also conducted monthly update activities for the website.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	$2,986,492	$132,591	65%	43

5. TRAVEL FORECASTING

5.1 Network Development

At the beginning of the comment period for the air quality conformity analysis, staff shared the list of project inputs that will be coded in the travel model networks.

The 2019 transit network will be used as the base upon which all forecast-year transit networks will be built for the air quality conformity analysis of the 2022 Update to Visualize 2045. During quality assurance and quality control (QA/QC), staff discovered some errors with the 2019 transit network. Staff fixed the errors, which manifested themselves when the transit network files were exported from the unified network database via TRNBUILD (TB) format, and staff finalized the 2019 network files. Staff will complete a test travel demand run using the new 2019 transit files and the Version 2.4 Travel Model, which is the TPB's current, production-use model.

Staff completed coding of the 2018 transit network that includes four time-of-day periods. This work included adding rail and bus routes in the unified network database to include service during the PM-peak and night-time (NT) time-of-day periods. Staff included the transit line files for each of the time periods in a trial travel model run, which was conducted with the developmental Ver. 2.4_PT Model. The 2018 network files in Public Transport (PT) format will be provided to the consultants assisting with development of the Gen3 Travel Model.

Network development staff assisted with the provision of 2018 traffic counts on screenline links for the 2018 calibration work for the Gen3 Model development. Staff produced a list of necessary network updates associated with screenline links that will be provided to the consultants assisting with the development of the Gen3 Travel Model.

Staff continued review of existing parking costs in preparation for updating those values in the travel demand inputs (i.e., the station. file) for the upcoming air quality conformity analysis.

In support of the 2018 validation of the Ver. 2.4 Model, staff developed an HOV/LOV equivalence table for the 2018 highway network which is currently under review.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months, so the subcommittee did not meet in April. Nonetheless, staff prepared draft meeting highlights for the March 26 TFS meeting.

Production-use, travel demand forecasting model: Generation-2/Ver. 2.3 and Ver. 2.4

In support of the 2018 validation of the Ver. 2.4 Model, staff developed the 2018 annual average weekday regional bus ridership data from two independent sources: COG's Regional Transportation Data Clearinghouse (RTDC) and the National Transit Database (NTD). Staff verified the validity of the bus ridership data through cross-checking. Staff then conducted a preliminary validation of year-2018 transit ridership by mode for the Ver. 2.4 Travel Model and discussed the results internally.

In support of the upcoming air quality conformity analysis of the 2022 Update of Visualize 2045, staff started processing the Round 9.2 Cooperative Forecasts of Land Use data and will update related model inputs files -- exogenous/miscellaneous trip files and the Consumer Price Index (CPI) file -- in the Ver. 2.4 Model.

Developmental, travel demand forecasting model: Generation-2/Ver. 2.4_PT

Staff started to develop a technical memorandum to document the recent model development activities associated with the Ver. 2.4_PT Model.

Developmental, travel demand forecasting model: Generation-3

Regarding the consultant-assisted project to develop the next-generation travel demand forecasting model, known as the Gen3 Model:

- Staff held two check-in meetings with RSG and BMG, the consultants on the Gen3 Model development project (April 8 and 22).
- In support of the Gen3 Model data needs as outlined in an RSG memo (last updated 12/1/20), staff collected and processed some data items. Specifically,
  - With the assistance from the Travel Forecasting and Emissions Analysis Team, staff in the Planning Data and Research Team completed the compilation of the 2018 traffic count data for screenline links and will pull the hourly counts from the database.
  - Staff sent to RSG the 2007/2008 MARC survey files and the FY 2018 Average Weekday Transit Ridership data from COG's RTDC (in addition to the FY 2019 data that had already been shared with RSG).
- Staff reviewed the revised BMG slide presentations on the analysis of the VRE, MARC, and Metrorail Transit On-Board Survey data and provided additional feedback on April 19.
- When reviewing the setup of the MWCOG Population Synthesizer software, staff discussed with the consultant the base-year validation performance of various control variables, including race. Since Puget Sound Region Council (PSRC) includes race as a control variable in their PopulationSim model, staff reached out to PSRC staff to learn more, and PSRC staff shared the setup and validation statistics from the PSRC model. Staff asked RSG to perform tests with higher importance factors for control variables associated with race, but, unfortunately, these tests were not very fruitful. RSG shared four suggested solutions in an email dated April 30. COG staff is conferring internally to decide which option(s) to take.

- Staff continued to work on the reweighting of the COG 2017-18 Regional Travel Survey (RTS) data. Specifically,
    - Staff conducted a new round of reweighting following the RSG guidance on April 1 and 5 to address the school rate underestimation and Metrorail trip overestimation. Staff transmitted preliminary results to RSG on April 9 with follow-up comments/questions.
    - Per request from RSG, staff also summarized commuter rail and bus trips from the RTS data and compared them to the observed data. Staff found a significant overestimation of commuter rail trips and a significant underestimation of bus trips in the reweighted survey data. Staff shared additional findings with RSG on April 28.
    - When conducting the reweighting, staff realized that the preparation of four input files to the reweighting software was not documented. Per staff request, RSG provided more details on the preparation of the four input files in an email dated April 27. Staff investigated the calculations used to prepare some input files and asked RSG follow-up questions.
- RSG shared with COG staff the slide presentations and model estimation results on the proposed ActivitySim transit pass/transit subsidy model on April 14. Staff reviewed the materials and provided a response with thoughts/questions on April 19.

Other activities

Staff serviced four modeling data requests: One request was from the Northern Virginia Transportation Commission (NVTC) and the other three were from consultants. Per request, network development staff also transmitted the latest COG network database, COGTools, and related documentation to the Maryland-National Capital Park and Planning Commission (M-NCPPC).

Staff developed a memorandum that proposes user guidelines for the use of Git and GitHub to manage and version control travel model scripts and batch files.

Staff created a copy of the ActivitySim repository in the MWCOG GitHub account and added COG and RSG staff as collaborators.

Staff continued to work with IT to set up and conduct modeling tests on Amazon cloud servers. Specifically, to find a solution to the crash of the AEMS mode choice application program (which is used in COG's travel model) when running on Cube 6.5 CE, staff transferred the specifications of the nested logit mode choice model from AEMS to TRANSIMS ModeChoice and conducted a test of the TRANSIMS ModeChoice software.

Staff installed Cube software on one staff's PC.

Staff attended selected PTV VISUM training sessions, which are being hold on Wednesdays between March 17 and May 26.

Task 6	Budget	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	$1,810,592	$125,718	75%	45

6. MOBILE EMISSIONS PLANNING

6.1 Air Quality Conformity

Staff continued to regularly attend coordination meetings related to scheduling tasks for the 2022 quadrennial update of the region's Long-Range Transportation Plan (LRTP), including air quality conformity analysis, system performance, and environmental justice analysis.

Staff shared the air quality conformity project input table and the conformity scope of work as part of the materials released for public comment on April 2, 2021. Staff gave presentations on the inputs and scope of work to the TPB (item #9), the TPB Technical Committee (item #6), the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC-TAC, item #3), and the Regional Public Transportation Subcommittee (RPTS, item #8) at their respective monthly meetings.

Staff continued to work with the state and local departments of transportation as they reviewed the air quality conformity project input table and provided "technical corrections" to project inputs. The "technical corrections" will be shared with the TPB before the board approves the project inputs for the conformity analysis. Staff also reviewed certain projects for implementing agencies to determine if the projects are "regionally significant" for the purposes of air quality conformity.

Staff completed an Air Quality Conformity 101 slide presentation and memorandum in anticipation of giving a presentation on the subject to the TPB Technical Committee in May.

Staff continued to participate in the Scenario Planning Project Oversight Committee and provide feedback to the study team. Specifically, staff reviewed and provided feedback to the TPB staff project manager on two memoranda drafted by the consulting team called "Scenario Planning Tools" and "Scenario Planning Practices Among Peer MPOs."

In accordance with the TPB consultation procedures, staff forwarded to the consultation agencies and public advisory committees the April meeting agenda and a summary memo regarding the monthly TPB meeting and air quality conformity consultation elements.

TPB and Department of Environmental Programs (DEP) staff coordinated activities to respond to a request from a Sierra Club representative on the air quality conformity processes.

TPB staff also reviewed final draft deliverables for Transit Cooperative Research Program (TCRP) H-58: Prioritization of Public Transportation Investment.

6.2 Mobile Emissions Analysis

Staff continued to conduct activities related to the TPB Climate Change Mitigation Study of 2021 (CCMS). Staff shared the final Phase I report ("Greenhouse Gas Emissions Reductions Strategies: Findings from Past Studies"), dated March 2, with the TPB via the web, but the planned presentation to the TPB (agenda item #10) was, postponed, for the second time, and rescheduled for the May TPB meeting.

TPB staff began conducting bimonthly meetings with the project consultant (ICF) regarding the Phase II of the study, which will attempt to answer what it would take to reduce the on-road transportation-sector greenhouse gas emissions by 50% below 2005 levels by 2030. In response to a data request, TPB staff provided the project consultant with data related to COG's 2030 Climate Energy and Action Plan. The project consultant also briefed the TPB Technical Committee, on April 2, on the study work plan and schedule (item #8).

DEP and TPB staff continued to coordinate with state air agencies on plans related to development of Reasonable Further Progress (RFP) and Attainment State Implementation Plans (SIPs) to address requirements of the 2015 ozone National Ambient Air Quality Standards. DEP staff continued to facilitate discussions with MWAQC-TAC members regarding different planning options for the 2015 ozone NAAQS (item #5). Specifically, the committee was briefed on implications of different planning options and timelines, given the nonattainment of the 2015 ozone NAAQS, based on the draft 2018-2020 ozone design value data. The three main option are 1) voluntary reclassification, 2) one-year extension, and 3) a "do nothing" option. The implications of this work on the MWAQC budget were also discussed (item #2). The MWAQC members will continue to work toward reaching a consensus on which planning option to select.

TPB staff continued to work with DEP staff, member jurisdictions, and state air agencies to facilitate various aspects of air quality and climate change planning activities.

TPB and DEP staff, and COG executive office representatives, coordinated activities with COG members regarding the Transportation and Climate Initiative (TCI), which is a regional collaboration of Northeast and Mid-Atlantic states and the District of Columbia that seeks to reduce carbon emissions from the transportation sector. Staff began preparing a presentation for the May meeting of the Virginia Association of the Metropolitan Planning Organizations (VAMPO).

TPB staff continued with the vehicle registration/vehicle identification number (VIN) decoding process using the software obtained from ESP Data Solutions and the 2020 registration dataset provided to COG/TPB by the three state air agencies in February 2021. This dataset will be used in the upcoming air quality conformity analysis of the 2022 Update to Visualize 2045.

TPB staff also continued to conduct MOVES model tests to further refine greenhouse gas emissions modeling estimates for future studies. Staff also continued to explore different ways to model criteria pollutant emissions both to maintain consistency with the recently released Version 2.4 Travel Demand Model and to introduce innovative new processes (e.g., machine learning). As a part of this research, a paper written by TPB staff members (and one other author) called "Development of a machine learning-based sketch planning model for predicting mobile emissions" was accepted for publication in the Transportation Research Interdisciplinary Perspectives journal.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	$1,658,395	$79,703	78%	47

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Travel Surveys

Staff updated tabulations and prepared draft responses for the RTS stakeholder questions project.

Staff fielded RTS data requests from stakeholders.

Staff responded to an inquiry from Montgomery County planning staff about how to tabulate some RTS data.

In support of the Regional Air Passenger Response Rate and Quality Study, staff participated in monthly Technical Advisory Committee meetings and reviewed and provided comments on two memos

Staff delivered an announcement on RTS resources (e.g., Technical Documentation, RTDC RTS Tabulations, Public File) to the TPB Access for All Advisory Committee.

Staff continued to conduct a literature review of transportation surveys measuring the impacts to travel behavior from COVID-19 that inform regional transportation planning.

7.2 Traffic Analysis Studies, and Research

In support of the COG Executive Director, staff prepared summaries, tabulations, talking points, and maps showing High Capacity Transit areas, Equity Emphasis Areas, and census tracts her shares of population over the age of 65. Staff also coordinated with communications on messaging for a presentation to Bisnow, George Washington University's Age-Friendly Ecosystem Summit, and Leadership Greater Washington.

In support of the Travel Forecasting and Emissions Analysis Team, staff provided guidance on the use of population and vehicle miles traveled data and participated in biweekly meetings with the Gen3 Model Development Team.

In support of the Systems Performance Planning Team, staff reviewed and provided comments on a white paper assessing transit equity.

Staff participated in a debriefing about the TLC application process.

Staff participated in an internal meeting to discuss the Census Urban Area Definition.

Transportation Impacts of the COVID-19 Pandemic

Staff continued to coordinate with other key organizational technical staff to prepare an examination of COVID-related regional impacts from a multisectoral perspective, including the transportation sector to better understand and describe the impacts to the region's transportation system from a broad context. Staff updated presentation slides with the latest information and made several presentations during the period. Staff made presentations to COG's Planning Directors Technical Advisory Committee, which oversees the development of COG's Cooperative Forecasts, as well as to COG's Region Forward Coalition and the National Capital Planning Commission.

Traffic Trends

Staff began processing and analyzing the January and February 2021 traffic data from the region's continuous counting stations and enplanement data from the region's major airports to be included in a snapshot showing the travel monitoring impacts of the COVID-19 Pandemic in the National Capital Region.

Staff drafted a report analyzing data from automatic non-motorized counters in Arlington. The report will serve to identify inconsistencies in the data and to better understand how the pandemic is affecting non-motorized travel when compared with previous years.

RTS Stakeholder Question Project

Staff collaborated on technical analysis of various Regional Travel Survey (RTS) data items to answer questions from regional stakeholders about the RTS findings. The analysis was done using SAS and the draft findings were displayed in a series of tables and charts. The project manager reviewed and provided feedback on the initial responses. Staff continued to refine their responses.

Big Data in Regional Travel and Mobility Analyses

The consultant continued updating the final report with an additional big data source, findings from meeting with agency stakeholders, findings from meeting with COG/TPB directors, program managers, and potential Big Data Users, and recommendations for an actionable path toward Big Data procurement for COG/TPB. The revised draft final report will be delivered in May.

<u>Transportation Data Dashboard</u>

Staff began work on the development of a transportation-related data dashboard to serve as a first-cut demonstration of the concept. Staff identified datasets, tools and other specification and began data and application development.

7.3 Regional Transportation Data Clearinghouse (RTDC)

Staff responded to a request from a consultant supporting the Greater Prince William Trails Coalition to obtain the Equity Emphasis Area (EEA) data from the RTDC.

Staff received a request from Loudoun County staff for National Capital Trail Network (NCTN), Activity Centers and Equity Emphasis Areas spatial data.

Staff recommend traffic volumes from nearby similar links to be used as proxies for screenline links where no traffic data is available. Staff reviewed these with Travel Forecasting and Emissions Analysis (TFEA) staff and populated the screenline links with the 2018 traffic data and traffic source codes. Staff updated programs that will use the traffic counting station to network linkages to produce hourly traffic count files for Gen3 model development.

Staff participated in meetings and email exchanges with the TFEA team and their contractor, RSG, to report on traffic data for Gen3 Model development.

Staff reorganize RTDC content items in ArcGIS Online (AGOL) and assigned datasets to new accounts to better align with RTDC maintenance and administrative responsibilities.

Staff worked with COG's Managing Director of the Department of Homeland Security and Public Safety (DHSPS) to create an ArcGIS Online organizational account and gain access and membership to the National Capital Region Geospatial Data Exchange (NCRGDX) AGOL group.

7.4 GIS Data, and Analysis

Staff attended and participated in the Maryland State Geographic Information Committee (MSGIC) meeting held on April 14.

Staff participated in the Association of Metropolitan Panning Organizations (AMPO) MPO's ad-hoc Urban Area Working Group held on April 5. Staff held an internal meeting to discuss the proposed Census Urban Area Definition and to gather comments to report back to AMPO by the end the month.

Staff attended a webinar on Statewide Pedestrian and Bicyclist Safety Action Plans on April 13.

Staff worked with the GIS Committee leadership to begin to plan the May GIS Committee/GDX Working Group virtual meeting.

Staff created a web mapping application for the new and major projects of Visualize 2045 (https://www.mwcog.org/maps/map-listing/visualize-2045-new-and-major-projects-map/). Staff incorporated the new project profiles into the application and worked cooperatively with DTP Plan Development and Coordination staff to make sure all materials were consistent across platforms.

Staff attended and participated in several meetings regarding Visualize 2045 activities, hosted by the DTP Plan Development and Coordination Team, held on March 8, 23 and 29, in addition to meeting informally throughout the month as necessary.

Staff completed work to refine Prince George's County Department of Public Works and Transportation (DPWT)'s submitted bicycle and pedestrian project spatial data.

Staff worked to reconcile bicycle and pedestrian data for Fairfax County with other available spatial datasets to ensure the county's submission adhered to specifications for inclusion in TPB's new version of the bicycle and pedestrian database.

Staff performed additional spatial data development for Montgomery County and the City of Alexandria's bicycle and pedestrian projects to ensure the data records in the Project InfoTrak (PIT) database have a spatial component.

Staff assisted fellow Planning Data and Research team staff with a request for information on population, area, and housing density around high capacity transit (HCT) stations.

Staff continued to support Commuter Connections staff with updating the Bike to Work Day web map used on COG's Bike to Work Day (BTWD) website (https://www.biketoworkdaymetrodc.org). Staff processed changes as they were received.

Staff continued to refresh the data used in COG's regional COVID-19 mass vaccination site web mapping application. Staff continues to work with Department of Homeland Security and Public Safety staff to obtain and process updates as they become available.

SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING	$1,470,943	$92,202	56%	51

8. SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING

8.1 Scenario Planning

Staff participated in three check-in meetings with the consultant.

The consultant submitted two memos: (1) scenario planning applications and (2) scenario planning tools memo. The Oversight Committee completed its review of the scenario planning tools memo and remarks were reviewed, edited, and submitted by the project manager to the consultant. The scenario planning applications memo remains under review.

The project manager and consultant identified dates and times for the two-part staff workshop and discuss the initial agenda. Staff distributed a save the dates for the two-part workshop.

Staff also reviewed and approved the consultant's invoice for work performed in March.

8.2 Socioeconomic Forecasting

Draft Round 9.2 Cooperative Forecasts

Throughout April, DCPS staff, the Cooperative Forecasting Subcommittee and Planning Directors Technical Advisory Committee received and reviewed initial draft Round 9.2 Cooperative Forecasts. DCPS staff noted that 10 COG member jurisdictions have elected to update their Forecasts. The Cooperative Forecasting Subcommittee and the Planning Directors Technical Advisory Committee both approved the draft Round 9.2 Forecasts at their respective meetings for use by the TPB in the upcoming Air Quality Conformity Analysis. During March, DCPS staff briefed the TPB Technical Committee and the Travel Forecasting Subcommittee on the new draft Forecasts. In early April, DCPS received the final jurisdictional data submission and worked with local government staff to make small adjustments to the forecast data file. DCPS staff transmitted the final draft Round 9.2 data to DTP staff on April 14. Also, during April DCPS staff continued work on the "Baseline Employment" memo to support Cooperative Forecasting. DTP staff performed internal checks on the data and updated the employment definition adjustment factors.

COVID-related impacts to the economy

To assist with the COG-wide multi-sector analysis of COVID impacts, DCPS staff continued to update the PowerPoint presentation that documents the effects to date of COVID on the region's economy. For the April 16 Planning Directors meeting, Timothy Canan of the DTP staff assembled a panel of regional transportation experts including Shyam Kannan of Washington Metropolitan Area Transit Authority, Monica Backmon of Northern Virginia Transportation Authority, and Joe McAndrew of the Greater Washington Partnership. The panel repeated their briefing at the April 23 Region Forward Coalition meeting focused on "Accessibility". Also, in April, DCPS staff completed the 2020 Commercial Construction report and will be scheduling briefings during May.

Housing Targets update

To assist with preparation of small-area housing Forecasts, DCPS staff completed and presented the 2019 Multi-family Rental Housing Report using the CoStar database that is also the source of the annual Commercial Construction report. At their January meeting, DCPS staff presented a 35-year analysis of regional and jurisdictional residential permitting trends to the Planning Directors.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILITY AND ENHANCEMENT PROGRAMS	$624,450	$120,590	53%	55

9. MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

On April 2, staff presented to the TPB's Technical Committee on applications received under the CRRSAA solicitation.

On April 7, COG and TPB staff convened a CRRSAA Selection Committee to make funding recommendations.

On April 2, staff attended an FTA webinar on American Rescue Plan Act of 2021 (ARP) in preparation for solicitation for 2nd round of stimulus dollars.

Staff worked with TPB Officers and the AFA Chair to receive concurrence of projects recommended for funding under CRRSAA.

On April 21 staff presented to TPB and received approval for funding and amendment to the TIP to include CRRSAA projects.

Staff notified CRRSAA applicants of projects selected for funding and provided those not recommended for funding with tips for improving future applications.

9.2 Transportation Alternatives Set-Aside Program

Staff encouraged member jurisdictions to apply for TAP in the TPB's state-level jurisdictions. For Maryland and DC, the application periods for FY 2022 were open during April.

9.3 Transportation/Land-Use Connections (TLC) Program

At a meeting on March 29, the TLC Selection Panel chose 11 applications to recommend for funding. The recommendations were presented to the TPB Technical Committee on April 2. The TPB approved the projects on April 21.

A Request for Proposals (RFQ) for consultant support for the TLC Program closed on March 22. Through this RFQ, COG/TPB will qualify a limited number of consultants who will each be awarded a contract that will provide them the opportunity to compete for task orders for individual TLC projects. COG received 28 submissions in response to the RFQ. A Technical Selection Committee (TSC) reviewed and scored the submissions, and submitted their evaluations by April 26. Staff preliminarily determined to award contracts to 15 firms.

The 15 TLC Projects for FY 2021 were underway as described below:

- North Capitol Cloverleaf Urbanization Study (DC) – The consultant completed multiple draft concepts for both Urbanized and Urbanized + Connected alternatives for review with DCOP and DDOT, and achieved consensus on a preferred version of these concept alternatives.
- Public Space Activation Playbook (DC) – At a project meeting on April 5, the consultant and jurisdiction review the best practices summary and draft materials matrix. The project moved toward conclusion.
- Pedestrian Overpass MD214 Feasibility Study (Bowie) – The contractor finished the internal draft of the report and sent the draft report to City of Bowie, MDOT SHA and PG county for review and collecting responses/comments.
- Rails with Trails Phase 3 Bypass Design (City of Frederick) – City of Frederick prepared a 15% design layout and typical sections for 2 alternatives along MD 26 for the East Street Rails with Trails project. Preliminary 30% design is scheduled for completion by May 14. Final 30% design is scheduled to be completed by June 10.
- Visually Impaired Urban Navigation (Montgomery County) – The consultant submitted a draft of the final report, "Designing Streets for People with Vision Disabilities Toolbox" last week to jurisdiction staff, and is working on finalizing a Ellsworth Drive/Fenton Street concept for the report's appendix.
- Cool Spring & Adelphi Road Ped & Bike Access Improvement (Prince George's County) – The Cool Spring Road project is underway and on schedule to be completed. This month, weekly meetings are underway to prepare for the June public meeting.
- Riggs Road Neighborhood Bicycle Boulevards (Prince George's County) – The team moved toward completing the project.
- Maple Avenue Complete Street Design (Takoma Park) - The site survey was completed as scheduled by the last week of April and the project team was able to setup the design files and begin the 30% CD production.
- Low-Income Fare Pass Assessment (Alexandria) – The project was completed and a final draft report was submitted.
- Micro-Mobility Transit Hub Prototype (Arlington County) – The consultants have a draft circulating with jurisdiction staff undergoing further revisions.
- Curb Space Allocation Tool (Arlington County) – The project moved toward conclusion.
- Trail Connection – Co Parkway & Cross Co Trail (Fairfax County) – The county has completed its deliverables as of May 10 for the Fairfax Trail Connector project. 30% design drawings, cost estimate, and final report have been completed for the project.
- Fairfax Circle Visioning and Multimodal Intersection (City of Fairfax) – Consultant and City staff have developed the vision and goals and presented to the City Council on April 6. The consultant is refining and analyzing the three alternatives that came out of the staff work sessions. City staff plan to present these alternatives to City Council on June 1 and share them with the public on our Engage Fairfax project page.
- Shared Micromobility Feasibility Study (Herndon) – The Herndon Micromobility TLC project has been moving along nicely. The final meeting will be taking place on June 4th. The project appears to be on track.
- Peak Hour Express Bus and HOV Feasibility (Prince William County) - Progress conference calls were held with the consultant and county staff on April 8 and 22. Consultant provided

the latest draft document for the project including recommendations and implementation. The project is on track to be completed by June 30.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB SUPPORT AND MANAGEMENT	$858,369	$34,887	55%	57

10. TPB SUPPORT AND MANAGEMENT

TPB Support and Management.

This task includes activities not attributable to specific tasks in the work program but provides overall support for and management of the TPB and UPWP-related activities.

Provide administrative arrangements (such as preparation and distribution of meeting materials) and staff support for TPB and its various Committees, Sub-Committees, Task Forces and special TPB work groups meetings.

Respond to requests from TPB members, federal agencies, Congressional offices, media and others for information or data of a general transportation nature.

Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.

Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.

Coordination of TPB Planning Activities with Program Directors and day-to-day management of and allocation of staff and financial resources

Monitoring of all work program activities and expenditures.
Staff support was provided for the following committees and subcommittees:

- State Technical Working Group (STWG)
- TPB Technical Committee
- TPB Steering Committee
- MWCOG Board Meetings
- Transportation Planning Board (TPB)
- MATOC Steering Committee
- TPB Citizens Advisory Committee (CAC)
- TPB Access for All (AFA)
- Regional Public Transportation Subcommittee (RPTS)
- Bicycle & Pedestrian Subcommittee
- COG Planning Directors
- TPB Freight Subcommittees

Support activities from the administrative staffs included: meeting logistics with meeting rooms and amenities, duplication and distribution of meeting materials, email/phone call follow ups. Additionally, staff also worked on monitoring work program activities, providing administrative assistance to senior staff and monitoring and prepare financial reports. Additionally, administrative staff work on monthly financial administration and management activity which includes review and finalization of monthly expense reports for all UPWP activities, development, and submission of monthly UPWP invoices and any follow up activity with the funding agencies.

The Staff Director provided overall program management oversight to all the Department's activities. Work activities the Director was involved in during the month of April FY 2021 includes:

Discussions, review, and finalization of the agenda topics for the TPB's Technical Committee, State Transportation Working Group (STWG) and Board meetings. This includes meeting with the Program Directors and project staffs to review the progress and briefing materials. Participation in the STWG, TPB Technical Committee, TPB Steering Committee, TPB's Citizen's Advisory Committee and the TPB Board meetings.

Other additional activities for the TPB Staff Director for the month of April FY 2021 includes Telephone / Web EX / Microsoft Teams Communications::

- Major Metros: Weekly – COVID-19
- CAOs Meeting
- ENO Rapid Response Webinar – Biden's American Jobs Plan & Transportation
- Conformity Update – FHWA & FTA Reps.
- Region Housing Initiatives Peer-to-Peer Workshop
- US DOT – American Jobs Plan Webinar
- BUILD Grant - NPS
- NARC Executive Directors Council Discussion
- Montgomery County Staff – EV Charging RFP
- TPB COG on Capital Trails Network BUILD Grant- Montgomery County
- US DOT Conference call with State/Local – Upcoming Grant Programs
- Ozone SIP Planning Update – VDEQ

UPWP

The UPWP activities include:

Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee and the TPB.
- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	$968,827	$229,726	39%	59
District of Columbia	$71,400	$192	65%	59
Maryland	$330,001	$113,184	42%	61
Virginia	$385,000	$88,563	42%	63
WMATA	$182,226	$27,786	19%	65

11. TECHNICAL ASSISTANCE

11.1 District of Columbia

Program Development, Data Requests and Miscellaneous Services

Staff attended the monthly State Technical Working Group / Technical Committee / Steering Committee/ TPB meeting cycle.

Staff provided detailed information about the data contained in the DDOT Count Archive to DDOT staff who are preparing the requirements for a DDOT traffic count centralization project.

Staff received a request from DDOT to use the account for the standardization of historic traffic monitoring data from the last decade. Staff obtained consent from leadership for the

one-time use of FY 2022 UPWP Technical Assistance account for the standardization of historic traffic monitoring data from the last decade. Staff paused as DDOT began to develop a draft scope of work with details such as number of files, types of data, quantity of different data formats, and description of final format

11.2. Maryland

Program Development, Data Requests, and Miscellaneous Services

Staff attended the monthly State Technical Working Group/Technical Committee/Steering Committee/TPB meeting cycle.

Staff obtained consent from MDOT to charge staff time associated with a request from Montgomery County for more detailed RTS information. After consent was obtained and the work was started, Montgomery County staff clarified that the scope of their request was larger than originally understand by COG/TPB staff; due to concerns about participant confidentiality COG/TPB staff was not comfortable with providing the data as previously planned. Alternative approaches to provide the data to Montgomery County are now under consideration.

Transportation / Land Use Connections Program

As part of the Transportation Land-Use Connections Program, five technical assistance projects in Maryland were fully or partially funded under this PE number. See TLC item above (9.3) for further details about the TLC Program.

11.3. Virginia

Program Development, Data Requests, and Miscellaneous Services

Staff attended the monthly State Technical Working Group/Technical Committee/Steering Committee/TPB meeting cycle.

An internal meeting was convened to discuss the FY 2022 project, I-395 and I-66 Mode Share Study.

Staff coordinated with Contracts and Procurement for the Traffic Monitoring Contract.

Travel Monitoring and Survey

Non-Motorized/Active Transportation Counts

Staff worked with VDOT staff to help schedule consultant site visits for the twelve spring counting locations. Staff participated in the kick-off meeting with VDOT, NOVAParks, and consultant staff prior to performing the Spring non-motorized count dates.

Sub-Regional Planning Study

Park and Ride Study

The consultant, VDOT, and COG/TPB participated in a regular monthly check-in meeting. The consultant submitted the: (1) draft Overview of NOVA Planning and Funding Processes memo and (2) draft final report. VDOT and the COG/TPB project manager reviewed and provided feedback on these documents. The consultant also submitted the draft story board outline.

Transportation / Land Use Connections Program

As part of the Transportation Land-Use Connections Program, three technical assistance projects in Virginia were fully or partially funded under this PE number. See TLC item above (9.3) for further details about the TLC Program.

11.4. Regional Transit

Program Development

Staff attended the monthly State Technical Working Group/Technical Committee/Steering Committee/TPB meeting cycle.

To help connect MDOT MTA to regional stakeholders and coordinate on Maryland House Bill 1236, staff distributed an email to the members of the former Technical Advisory Committee for the MARC-VRE Run Through Service Market Assessment and Technical Considerations Study and informed them that MDOT MTA would set up a discussion about the Bill soon.

Transit Within Reach

Staff finalized language for this program and with assistance from Communications, launched a new web page. Staff also finalized the abstract and application. Staff continued to identify potential members of the selection panel.

High Capacity Transit Map

Staff exchanged emails with the representative for the Regional Transit Account throughout the month to continue to refine the proposal for the high-capacity transit map.

Transportation / Land Use Connections Program

As part of the Transportation Land-Use Connections Program, three technical assistance projects were fully or partially funded under the Regional Transit Technical Assistance PE Number. See TLC item above (9.3) for further details about the TLC Program.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

The CASP 36 grant application was completed and ready for submittal to FAA in March, however, FAA advised staff to hold off formally submitting it until additional guidance could be provided to COG by FAA. This subsequent guidance is anticipated in May and staff anticipates submitting the grant application in May

Comprehensive Regional Air System Plan Update – Phase 3

Staff prepared a memo to TPB to follow up on questions several members raised at the March TPB meeting concerning the list of priority projects contained in the Regional Air System Plan (RASP). Staff shared these questions with the Aviation Technical Subcommittee at its March meeting. The memo documented the discussion held at the Subcommittee and it was included in the Directors Report for the April TPB meeting.

Survey Response Rate and Quality Study

Staff reviewed ICF's draft Task 2 Technical Memorandum, which was submitted in March. ICF finalized submitted the final Task 2 deliverable in accordance with the scope and project schedule. ICF completed airport site visits in April and submitted the draft Task 3 Technical Memorandum, which documented findings from the site visits, for TPB staff review in April.

Process 2019 Air Passenger Survey - Phase 2

Staff prepared a presentation for the April TPB Technical Committee meeting, but that item was deferred to a later date.

Aviation Technical Subcommittee

On November 19, the Aviation Technical Subcommittee held its final meeting for 2020. During the meeting, Mr. Mark Rawlings of DDOT was confirmed as the incoming subcommittee chair, and all 2021 subcommittee meeting dates were confirmed.

PROGRESS ON PLAN PRODUCTS

BIG DATA IN REGIONAL TRAVEL AND MOBILITY ANALYSES

- Completed kick-off meeting
- Consultant completed the State-of-the-Practice review (Task 2)
- The consultant completed the Big Data Evaluation (Task 3)
- The consultant submitted the final report
- Big Data evaluation completed in June 2020
- The project was extended, and an amendment was executed for a new task – Task 4 for the Consultant to execute three coordination meetings to refine and develop an actionable path toward Big Data procurement for COG/TPB.
- Coordination meetings with DDOT, MDOT, VDOT, VDRPT, and WMATA were completed.
- COG/TPB Leadership Coordination Meeting completed
- An amendment was executed for a new task to update the final report with additional Big Data Source, findings from when the contractor facilitated meeting with agency stakeholders, process and findings from meeting with COG/TPB directors, program managers, and potential Big Data Users, and recommendations for an actionable path toward Big Data procurement for COG/TPB.

Transportation Data Dashboard
- Completed kickoff meeting
- Tools evaluation under way

Public Participation Plan

- TPB approval: October 2020

Public Opinion Survey for Visualize 2045

- Survey instrument and methodology developed: July-August 2020
- Respondents complete survey: September-October 2020
- Presentation of findings to the TPB: February 2021
- Report finalized: March 2021

Qualitative Research (Focus Groups) for Visualize 2045

- Methodology developed and participants recruited: October-December 2020
- Focus groups conducted: January-February 2021
- Anticipated findings analyzed and report released: Summer 2021

Phase II Outreach for Visualize 2045

- Design and planning – March-May 2021
- Launch (signs with QR codes posted throughout the region) – June 2021
- End of Phase II outreach – July 2021
- Analysis of input – August-September 2021

Transit Access Focus Areas Study

- Completed: July 2020

Develop Regional Highway Safety Targets

- Draft targets presented in November 2020
- Final targets adopted in December 2020

Develop Regional Safety Study Final Report

- Estimate completion May 2021

Develop and Implement Regional Safety Program

- Pilot Program Project Solicitation complete March 2021
- TPB Approval of Initial Set of Projects complete June 2021

Bicycle and Pedestrian Plan

- Completion of the plan update is anticipated by mid-FY 2021.

National Capital Regional Trail

- Completed. Follow on actions continued leading toward future annual updates.

Metropolitan Washington Regional Intelligent Transportation Systems Architecture (MWRITSA)

- The most recent MWRITSA full update was posted on the TPB website in July 2019. No recent adjustments or updates have been requested by member agencies.

<u>Coordination Human Services Transportation Plan</u>

- The Current Coordinated Plan was adopted by the TPB in December 2018.
- The next Enhanced Mobility Solicitation will occur from July 1, 2021 – September 1, 2021.
- The next update of the Coordinated Plan will occur in 2022.

	DC, MD and VA FTA, FHWA and LOCAL BUDGET TOTAL	FUNDS EXPENDED	BILLED THIS MONTH	% FUNDS EXPENDED
1. Long-Range Transportation Planning				
Long - Range Transportation Planning	1,085,010.00	847,120.20	62,133.45	78%
SUBTOTAL	**1,085,010.00**	**847,120.20**	**62,133.45**	**78%**
2. Transportation Improvement Program				
Transportation Improvement Program	268,484.00	179,585.57	17,179.93	67%
TIP Database Support	170,000.00	178,344.00	25,702.00	105%
SUBTOTAL	**438,484.00**	**357,929.57**	**42,881.93**	**82%**
3. Planning Elements				
Congestion Management Process	504,501.00	260,655.86	19,426.48	52%
Systems Performance, Ops & Tech Planning	706,686.00	389,004.19	23,353.52	55%
Transportation Emergency Preparedness Planning	124,046.00	62,143.88	1,747.14	50%
Transportation Safety Planning	258,367.00	177,172.14	13,652.34	69%
Bicycle & Pedestrian Planning	151,252.00	131,995.06	11,037.51	87%
Regional Public Transportation Planning	368,910.00	215,298.85	15,417.50	58%
Freight Planning	140,466.00	117,972.58	12,627.07	84%
Metropolitan Area Transportation Operation Coord Program Planning	168,289.00	91,226.77	6,186.97	54%
Performance-Based Planning & Programming	280,399.00	184,946.46	15,559.52	66%
SUBTOTAL	**2,702,916.00**	**1,630,415.79**	**119,008.04**	**60%**
4. Public Participation				
Public Participation	1,018,896.00	871,882.81	59,977.33	86%
SUBTOTAL	**1,018,896.00**	**871,882.81**	**59,977.33**	**86%**
5. Travel Forecasting				
Software Support	198,271.00	130,961.80	8,153.55	66%
Network Development	999,084.00	770,445.91	77,625.42	77%
Model Development	1,789,137.00	1,039,006.78	46,812.15	58%
SUBTOTAL	**2,986,492.00**	**1,940,414.49**	**132,591.11**	**65%**
6. Mobile Emissions Planning				
Air Quality Conformity	849,138.00	667,703.17	51,529.90	79%
Mobile Emissions Analysis	961,454.00	686,874.55	74,188.27	71%
SUBTOTAL	**1,810,592.00**	**1,354,577.72**	**125,718.17**	**75%**
7. Travel Monitoring and Data Programs				
Regional Travel Survey	354,494.00	316,523.86	18,380.37	89%
Traffic Analysis & Research	360,344.00	258,388.04	15,916.68	72%
Regional Transportation Data Clearinghouse	326,087.00	250,795.38	10,561.04	77%
GIS Analysis	617,470.00	464,555.52	34,845.90	75%
SUBTOTAL	**1,658,395.00**	**1,290,262.79**	**79,703.98**	**78%**
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,032,477.00	644,104.70	60,816.10	62%
Scenario Planning	438,466.00	172,659.59	31,386.05	39%
SUBTOTAL	**1,470,943.00**	**816,764.29**	**92,202.16**	**56%**
9. Mobility and Enhancement Programs				
Transportation and Land Use Connections Program	435,840.00	248,340.81	112,349.36	57%
Enhanced Mobility Grant Program	164,038.00	63,307.02	6,509.32	39%
Transportation Alternatives Set-Aside Programs	24,574.00	18,945.01	1,732.03	77%
SUBTOTAL	**624,452.00**	**330,592.84**	**120,590.71**	**53%**
10. TPB Support and Management				
TPB Support and Management	858,370.00	474,606.58	34,887.26	55%
SUBTOTAL	**858,370.00**	**474,606.58**	**34,887.26**	**55%**
SUBTOTAL CORE PROGRAM ITEMS 1-10	**14,654,550.00**	**9,914,567.09**	**869,694.15**	**68%**
TECHNICAL ASSISTANCE				
District of Columbia Technical Assistance	71,400.00	46,345.96	192.16	65%
Maryland Technical Assistance	330,001.00	137,398.53	113,184.90	42%
Virginia Technical Assistance	385,000.00	160,618.11	88,563.31	42%
WMATA Technical Assistance	182,226.00	35,480.51	27,786.48	**19%**
Technical Assistance Program Total	**968,627.00**	**379,843.12**	**229,726.85**	**39%**
TPB GRAND TOTAL	**15,623,177.00**	**10,294,410.21**	**1,099,421.00**	**66%**

FY 2021 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE
April 2021
SUPPLEMENT 1

	TOTAL AUTHORIZED BUDGET	TOTAL EXPENDITURES	FTA/STA/LOC AUTHORIZED BUDGET	FTA EXPENDITURES	PL FUNDS/LOC AUTHORIZED BUDGET	FHWA EXPENDITURES
A. District of Columbia Technical Assistance						
Program Development & Misc	10,000.00	4,984.55	803.98	400.75	9,196.02	4,583.80
Traffic Counts & HPMS Support	61,400.00	41,361.41	4,936.41	3,325.36	56,463.59	38,036.06
SUBTOTAL	**$71,400.00**	**$46,345.96**	**$5,740.38**	**$3,726.10**	**$65,659.62**	**$42,619.86**
B. Maryland Technical Assistance						
Program Development & Misc	15,000.00	3,733.92	1,205.96	300.20	13,794.04	3,433.72
Feasibility/Special Studies	55,001.00	9,857.34	4,421.94	792.51	50,579.06	9,064.84
Transportation/Land Use Connection Program	260,000.00	123,807.27	20,903.36	9,953.80	239,096.64	113,853.47
SUBTOTAL	**330,001.00**	**137,398.53**	**$26,531.27**	**$11,046.50**	**$303,469.73**	**$126,352.03**
C. Virginia Technical Assistance						
Program Development & Misc.	15,000.00	5,754.25	1,205.96	462.63	13,794.04	5,291.62
Travel Monitoring	96,000.00	32,438.86	7,718.16	2,608.00	88,281.84	29,830.85
Travel Demand Modeling	12,000.00	11,259.97	964.77	905.27	11,035.23	10,354.70
Sub-regional Planning Studies	102,000.00	37,834.78	8,200.55	3,041.82	93,799.45	34,792.96
Transportation Land Use Connections	160,000.00	73,330.25	12,863.60	5,895.57	147,136.40	67,434.68
SUBTOTAL	**385,000.00**	**160,618.11**	**$30,953.05**	**$12,913.30**	**$354,046.95**	**$147,704.81**
D. WMATA Technical Assistance						
Program Development & Misc	5,000.00	4,321.07	5,000.00	4,321.07	0.00	0.00
Other Tasks D.3	177,226.00	31,159.44	177,226.00	31,159.44	0.00	0.00
SUBTOTAL	**182,226.00**	**35,480.51**	**$182,226.00**	**$35,480.51**	**$0.00**	**$0.00**
GRAND TOTAL	**968,627.00**	**379,843.12**	**245,450.70**	**63,166.42**	**723,176.30**	**316,676.70**