

FY 2021



National Capital Region
Transportation Planning Board

Work Program Progress Report

December 2020

FY 2021

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The TPB approved its FY 2021 Unified Planning Work Program (UPWP) in March 2020. The TPB Work Program Progress Report provides a short summary of each activity for the month of December. 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	\$111,276	48%	31

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 Long-Range Transportation Plan

Staff continued to onboard an employee that started work November 2, 2020.

Staff kicked off the LRTP with the board and the TPB approved the technical inputs solicitation, with revisions, for the Visualize 2045 update. Staff premiered new motion graphics and infographics to communicate about TPB and its policy priorities.

Given Covid-19 implications, 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 summer 2021, likely using QR codes. Staff are reviewing the reported findings from the 2020 survey and are considering use of results in the LRTP. Staff continued testing new performance measures being considered to enhance the LRTP performance reporting. Staff prepared materials for December 2020 and January 2021 meetings.

Staff began populating data and public participation input into the Visualize 2045 outline. Staff continued work with a graphic design firm to cost-effectively build out this new website. The designers have, based on TPB direction, initiated developing design options.

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.

Staff worked on the financial analysis. A meeting was held with WMATA and their funding partners to discuss the assumptions in WMATA's long-range financial projections. A briefing was prepared for the January Technical Committee on the status and next steps for the financial analysis.

Staff finalized 3 infographics and videos (in English and Spanish) to communicate about the TPB, Visualize 2045, system performance and the Aspirational Initiatives. Two additional infographics are now in development.

1.2 Federal Compliance

The Fredericksburg MPO hired a new Transportation Planning Director who started in November, and staff met with them in December to introduce them to the TPB and to inform them about the MOU update, including a report on all of the history and potential future actions/activities.

1.3 Policy Board-Directed Activities

There are no board-directed activities under this task at this time.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$438,483	\$44,419	51%	33

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1 Transportation Improvement Program (TIP)

TPB staff worked with staff from DDOT, MDOT, VDOT, and Prince George’s County DPW&T to prepare amendment for 8 TIP projects to be considered by the TPB Steering Committee. TPB staff continued the process of cleaning up data records and started working with member agency staff to begin the process of cleaning up data records and started working with member agency staff to begin the process of preparing LRTP and TIP projects for carryover to the 45-00 LRTP amendment (for Visualize 2045) and the FY2023-2026 TIP.

2.2 TIP Database Support

During the month of December, EcoInteractive completed the following tasks pertaining to reorganization of data and fields on the LRPT and TIP forms:

- Finalized values for Primary Project Type dropdown menu.
- Removed the unused TCM and Capacity fields.
- Updated County field logic to include “Washington” as a county so that routes in the District of Columbia might be selected from the predefined values that populate the Route field.
- Changed Highway Segments to Roadway Segments and updated associated logic.
- Removed Begin, End, Length Milepost fields.
- Removed functionality to email program managers when projects get MPO approval.
- Added “Conformity Narrative” to Conformity Information reports, detailing changes made to each record.
- Developed and edited Bike Ped Listing Projects.

EcoInteractive began work on the following items this month:

- Development of new Congestion Management Information section and move CMP and congestions questions there:
- Create a new Conformity Information section and move “Model” and conformity location records here.
- Create Environment Information section and move Environment Mitigations question and NEPA review questions there.
- Add Change Report sub-report back to TIP Overview reports.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$2,952,916	\$224,541	33%	35

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff finalized materials on the draft regional Highway Safety targets, which were adopted by the board. Staff completed reports, resolutions and cover letters on the regional Transit Safety and Highway Safety targets for transmission to the DOTs.

Staff continued discussion on the content and work items regarding PBPP for the 2022 version of the Visualize 2045 long range transportation plan. Staff attended the OIPI-VDOT-DRPT-MPO Quarterly meeting.

3.2 Congestion Management Process

The December 17 meeting of the Vehicle Probe Data Users Group (VPDUG) was organized and conducted, with briefings and discussions on “System Reliability: Virginia’s Target Setting Approach” from VDOT; the Delaware Valley Regional Planning Commission’s Congestion Management Process for the Philadelphia metropolitan area; and feature requests and updates to the Regional Integrated Transportation Information System (RITIS) Probe Data Analytics (PDA) Suite.

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

The December 3 meeting of the Systems Performance, Operations, and Technology Subcommittee (SPOTS) was organized and conducted, with briefings and discussions on VDOT Northern Region Operations (NRO) traffic operations during COVID-19; recent RITIS updates and news; and updates on the TPB Connected and Autonomous Vehicle (CAV) webinar series.

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 May 2021.

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

3.4 Transportation Emergency Preparedness Planning

The December 13 meeting of the Transportation Emergency Preparedness Committee (R-ESF 1) was organized and conducted, regarding 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.

3.5 Transportation Safety Planning

The regularly scheduled December 8 meeting of the Transportation Safety Subcommittee was organized and conducted. The agenda included a Vision Zero update from Arlington County and Prince George's County and a discussion of the new TPB regional safety program.

The TPB approved a set regional highway safety targets at their meeting on December 16, 2020. Federal regulations require MPOs to set such safety targets annually.

Staff created a new TPB web page for the Regional Safety Program and developed materials needed for the launch of the program in January 2021.

The consultant contract for the Analysis of Regional Roadway Safety Outcomes study was modified to extend the period of performance and to add a task to analyze crash data within Equity Emphasis Areas.

3.6 Bicycle and Pedestrian Planning

Staff organized and conducted a training session on December 15 on the use of a new on-line data entry portal for bicycle and pedestrian projects. Staff also distributed instructions to Bicycle and Pedestrian Subcommittee members for signing into the portal and approved new users. Henceforth, bicycle and pedestrian project information will be entered into the database by jurisdiction staff through the on-line portal.

Staff supported regional bicycle and pedestrian planning activities through participation in the following meetings: the Maryland Pedestrian-Bicycle Emphasis Area Team Meeting on December 3, the Virginia Pedestrian Safety Task force meeting on December 9, the Prince George's Vision Zero task force meeting on December 10, and the Capital Trails Coalition steering committee meeting on December 15.

Staff responded to various questions from the public on transportation safety, use of HSIP funds, and other topics.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee did not meet in in December.

Staff compiled responses to a revised questionnaire sent to the MATOC Transit Task Force to collect responses on transit service during and recovery from the pandemic, which was shared with respondents and the Greater Washington partnership. Staff discussed public transportation items for the 2022 version of the Visualize 2045 long range transportation plan including a BRT infographic. Staff worked on a summary of electric buses in the region and discussed regional transit data sharing with WMATA.

TPB staff participated in MATOC Transit Task Force calls and discussed options for assisting the region's transit providers in coping with the pandemic and the recovery of transit systems. Staff attended meetings on the Legion Bridge Transit/TDM study, the WMATA Blue Orange Silver study, MD Statewide Transit Plan.

3.8 Freight Planning

Staff collaborated with the Freight Subcommittee chair to confirm participation of the North American Council for Freight Efficiency (NACFE) in one or more Freight Subcommittee meetings in calendar year 2021.

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 December 11 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	\$103,787	51%	41

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

Staff conducted recruitment for the Community Advisory Committee (CAC). According to the CAC’s new structure, which the TPB approved in November, the committee will now include 24 members who will each serve two-year terms. Staff accepted applications from November 12 to December 17. Staff received 41 completed applications who came from 15 of the TPB’s member jurisdictions. In December, staff reviewed the applications and made recommendations to the TPB officers. The officers were scheduled to nominate individuals for CAC membership at the January meeting, and the full board was scheduled to vote on the membership at that meeting. The first meeting of the next CAC will be on February 11.

Analysis was conducted on the responses to a region-wide public opinion survey that closed at the end of October. More than 2,400 responses were received, which greatly exceeded the target of 2,000. The responses also generally met the targets for 10 subregional (largely county-level) geographies. For eight of these geographies, response targets were exceeded, while the responses for the other two geographies reached more than 90% of the target numbers. The consultants provided a draft executive summary in mid-December and a draft report at the end of December.

Staff continued planning for qualitative research that will complement the opinion survey that was conducted in the fall. These activities will include 10 focus groups, which will be held in January and February of 2021. In December, staff worked with consultants to recruit participants for the focus groups. Staff also finalized the focus group format and conducted test sessions to try out different approaches.

The 2020 CAC met on December 10 for an online-only meeting. At the meeting the committee was briefed on the Regional Safety Program and the Transportation Impacts of the COVID-19 Pandemic.

A replacement Chair for the Access for All Advisory Committee (AFA) was confirmed and will be announced at the January TPB meeting.

Staff began planning for 2021 AFA meetings, including consultation with staff to confirm needed AFA input on TPB planned activities.

Staff and departing AFA chair formally presented three AFA members as nominees to WMATA’s Accessibility Advisory Committee (AAC).

4.2 Communications

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

New year presents new opportunities for residents to get involved in regional planning

December 1

- *Roadway safety targets, explained*

December 8

- *Now is the time for agencies to submit or update projects, programs, and policies for inclusion in the Visualize 2045 update*
- *Region's new long-range transportation plan will emphasize public involvement, and focus on equity, climate resiliency, and safety*

December 16

- *Transportation Planning Board Elects District of Columbia Councilmember Charles Allen as 2021 Chair*

December 22

- *A TPB News Year in Review 2020*
- *A brief recap of the December TPB meeting*
- *DUI fatalities increase in greater Washington while related crashes, injuries and arrests decrease*

Throughout the period staff coordinated with the COG Office of Communications and created materials for the kick-off for Visualize 2045. Staff created a video that was shared at the kick-off. These materials were also shared online and on social media.

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

Staff updated pages on the COG website related to transportation. Staff also planned updates of the website.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$3,846,492	\$212,133	31%	43

5. TRAVEL FORECASTING

5.1 Network Development

After an internal discussion, staff developed a schedule and a recommended approach to create transit networks for four time-of-day periods for testing purposes with the developmental Gen3 Travel Model. Both base-year and horizon-year networks will be developed for the tests. Staff started to implement the four time-of-day periods in the unified geodatabase system. Two of the time-of-day periods – peak (AM peak) and off-peak (midday) -- are already used in the production-use travel model. The two new time-of-day periods are PM peak and night-time. Staff reviewed PM peak and night-time transit schedules and developed recommendations for time-frame definitions for the two new periods. Staff shared the recommendations with the consultants who agreed with COG staff proposals. Staff began processing route information for the PM peak and night-time time periods for services not available through General Transit Feed Specification (GTFS) data.

Staff conducted another round of testing of the unified geodatabase system (UnifiedDB/App) that supports transportation networks in both Cube TRNBUILD and Public Transport (PT) formats. Staff held an internal meeting on Dec. 15 discussing the testing experiences and next steps. Staff further improved the system based on user feedback and released a version of unified geodatabase system for in-house, production use. Staff plans to document this developmental work as part of the COGTools User's Guide update.

Staff began collection of highway toll rates for the upcoming air quality conformity analysis of the 2022 update to Visualize 2045.

Staff continued to develop the base transit network, which is derived from 2019 transit service and which will be used in the upcoming conformity analysis of the 2022 update to Visualize 2045. Staff processed the 2019 GTFS data.

Staff continued coordination with the consultant regarding export features in the Project InfoTrak (PIT) database. Staff is working to assure that the exported project information matches the air quality conformity inputs table from the 2020 Amendment to Visualize 2045.

Staff responded to a consultant question regarding project inputs and representation of interchanges on state route MD 4 in the regional highway networks.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months, so the TFS did not meet in December. Nonetheless, staff prepared meeting highlights from the November meeting and began to develop the agenda for the January meeting.

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

Staff reviewed and concurred with an AADT-to-AAWDT factoring recommendation made by the Planning Data and Research (PDR) team based on an analysis of recent AADT/AAWDT values and continuous traffic count data, as documented in a December 17, 2020 internal memo developed by PDR staff. The AADT-to-AAWDT conversion factor has a wide application in both model development and model application activities.

Developmental, travel demand forecasting model: Generation 2/Ver. 2.3 and Ver. 2.4

Staff announced the plan to release the Gen2/Ver. 2.4 Travel Model in the first quarter of 2021 at the November TFS meeting. In preparation for a Ver. 2.4 Travel Model transmittal package, staff continued to update the model user's guide. Staff is also preparing a modeling folder that contains the standard, off-the-shelf Ver. 2.4 modeling outputs for future data requests. Staff versioned controlled the TPB Ver. 2.4 Travel Model in GitHub.

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 (December 3 and 17).
- In support of the Gen3 Model data needs as outlined in an RSG memo (last updated December 1, 2020), staff collected and processed some data items. Specifically,
 - Item #15: Staff shared the findings from the reasonableness/logical checks on the combined COG Regional Travel Survey and Maryland Travel Survey (RTS-MTS) data sets in a memo dated December 2. Staff on the PDR team updated the RTS-MTS data files in response to some of the findings. Staff requested the updated RTS-MTS data files and transmitted them to RSG. While the RTS data is slated to be released in January 2021, staff conducted additional reasonableness checks on the data files per suggestion from RSG and may update the data through post-processing for Gen3 Model development purposes only.
 - Item #18: Staff requested the data dictionary file and survey questionnaire for the 2016 Maryland Transit Administration (MTA) survey of MARC commuter rail and MTA local bus service and transmitted the data files to RSG.
 - Item #22: RSG submitted a data request to WMATA for the Metrorail ridership data related to the TRACE Model. Staff provided review of the data request before it was sent out.
- Staff provided review on the consultant recommended approach to code and assign external transit trips in the Gen3 Model, with a focus on transit trips by Metrorail and commuter rail. Staff also investigated inter-regional travel by transit (such as trips by Amtrak and inter-city buses) and conducted a back-of-the-envelope analysis of the two markets based on the findings from a literature review.

- Staff tested and made a fix to the PopulationSim-based reweighting software developed by RSG. Staff shared the initial results with RSG and the PDR team. Per suggestion from RSG, staff cleaned the household data to provide more accurate targets related to school attendance, which will be used for another round of reweighting. Staff conducted a test that verified an RSG comment that the input person weights in the RTS-MTS data files do not affect reweighting results. Staff also developed an R script that can consolidate geographies to improve the performance of matching targets during the re-weighting process.
- Staff tested the PopulationSim-based MWCOG population synthesizer developed by RSG and documented the issues/abnormalities they noticed during the testing when reviewing the documentation of the software. Staff also sent screenshots of some error messages to RSG for further troubleshooting.

Other activities

Staff serviced seven data requests: two requests were from state DOTs (VDOT and MDOT); one request was from M-NCPPC Montgomery County (assistance on a conference call between Citilabs and M-NCPPC to get Travel4 Model to run on virtual machines in the cloud); four requests were from two consultants working for Loudoun County, Ford Motor Company and Argonne National Labs. The requested data included the Ver. 2.3.78 Travel Model, load-link highway network shape files from the Ver. 2.3.78 Travel Model, highway and transit skim files from the Ver. 2.3.75 Travel Model, zone-to-zone trip flows in text file format, and trip generation outputs from the Ver. 2.3.78 Travel Model, average parking cost by TAZ and VMT forecasts by analysis year.

Staff obtained signatures on the new Cube Voyager license agreement which enables the testing of Cube Voyager in the cloud. Staff added COG IT staff to the Bentley/Citilabs licensing system for future testing of running travel model servers in the cloud.

Staff created a memo that documents the staff attendance of the upcoming 100th TRB Annual Meeting. Staff attended the COG Racial Equity Peer Exchange conducted on December 2. Staff also served as a facilitator and panel discussant. Staff held a meeting with Southeast Michigan Council of Governments (SEMCOG) staff to discuss the SEMCOG experience with the ActivitySim consortium on December 2. Staff attended mandatory training associated with being a subrecipient of federal funds (“Administrative Requirements and Cost Principles for Federal Awards”), held on December 10 and 11.

Staff attended an internal meeting on the potential for storing transit networks in the Regional Transportation Data Clearinghouse (RTDC). Staff attended a webinar entitled, “Panel on Behavior Dynamics – The Future...Accelerated” on December 15. Staff attended a NARC and AMPO working group meeting on post-Covid effects on travel behavior on December 16. Staff attended a TPB Vehicle Probe Data Users Group (VPDUG) meeting on December 17. Finally, staff attended an internal meeting about research into post-processors used to convert travel model outputs to mobile emissions model inputs on December 21.

Task 6	Budget	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$1,835,592	\$182,316	44%	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, including air quality conformity analysis, system performance, and environmental justice analysis.

Staff continued to participate in the Scenario Planning Project Oversight Committee and provide feedback to the study team.

Staff coordinated with the Virginia Department of Transportation (VDOT) and Virginia Department of Environmental Quality (VDEQ) to respond to consultant questions regarding transportation conformity vs. general conformity for airport emissions.

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

6.2 Mobile Emissions Analysis

DTP staff participated in a December 8 meeting of the Technical Advisory Committee of the Metropolitan Washington Air Quality Committee (MWAQC-TAC). At this meeting, COG Department of Environmental Programs (DEP) staff discussed the recently released version of the mobile emissions estimation model called MOVES3 (item #3), vehicle registration data that will be used in the upcoming Visualize 2045 Air Quality Conformity Analysis and State Implementation Planning (item #4), and impacts of COVID-19 on the Washington Region (item #5). Regarding the vehicle registration data (item #4), DEP staff summarized the Emissions Inventory Subcommittee call from November 2020, when the state air agencies agreed to provide the quality-assured vehicle registration data for decoding to COG staff by February 19, 2021. DTP staff also participated in an MWAQC meeting on December 16. At this meeting, DEP staff also briefed the committee on impacts of COVID-19 on regional air quality in Metropolitan Washington, with DTP staff providing some of the transportation-related information that was used in the presentation (item #5).

DTP 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.

DTP staff notified the TPB Technical Committee (item #4) and the TPB (item #9) of the staff’s intent to undertake a climate change mitigation study to assess, among other things, what it would take to meet the newly established 2030 greenhouse gas reduction goal to reduce the mobile sector greenhouse gas emissions by 50% relative to 2005 levels. The study is expected to be completed by the end of calendar year 2021.

In support of climate action planning, DTP staff worked with DEP staff to complete a survey/questionnaire for the Global Covenant of Mayors (GCOM) in conjunction with the recently approved 2030 Regional Climate and Energy Action Plan. DTP staff provided data related to the person trip mode shares for all trip purposes, freight mode share, and registered vehicles in the Metropolitan Washington region to DEP staff, who completed the survey.

DTP and DEP staff, and COG executive office representatives, coordinated activities with our 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. TCI issued a Memorandum of Understanding (MOU), which

was initially signed by Massachusetts, Connecticut, Rhode Island, and the District of Columbia on December 21. Eight other states, which include Maryland and Virginia, announced that they will continue to work with the signatory jurisdictions on the development of the details of the regional program while pursuing state-specific initiatives to reduce transportation-related greenhouse gas emissions.

DTP and DEP staff worked with the City of Alexandria planners and provided responses to the questions regarding alternative data sources that could be used for development of greenhouse gas inventories (e.g., Big Data).

Staff attended EPA and FHWA MOVES model webinars on the new version of the emissions estimation model, called MOVES3, on December 8 and December 10, respectively.

DTP staff 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 Ver. 2.4 Travel Demand Model that is expected to become official in early 2021 and to introduce innovative new processes (e.g., machine learning). In support of the machine learning emissions modeling (MLEM), staff working on the development of the tool provided an update on the tool development to other technical staff.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$2,164,394	\$155,350	41%	47

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Regional Travel Survey

Staff was focused on preparing the RTS public data files, in addition to preparing the technical documentation. Staff performed the following activities;

- Prepared the RTS household, person, vehicle, and trip files for public release, in addition to the data dictionary and the technical documentation.
- Made additional refinements to the combined RTS-MTS data files for the TPB model region in response to consistency checks that were performed by COG/TPB staff.
- Provided updated RTS Arlington oversample files to Arlington County.
- Provided a memo documenting the latest RTS weighting procedures to the Gen3 Model Development Team, which will be used to develop the Population Sim model.
- Developed RTS tabulations to be included on the Regional Transportation Data Clearinghouse.
- Participated in a meeting with Communications staff to discuss the roll out of the public release files, updates to the website, and upcoming articles.
- Participated in biweekly meetings with the Gen3 Model Development Team.
- Participated in a Next Generation National Household Travel Survey (NHTS) Technical Advisory Committee meeting on December 9.
- Gathered transportation surveys measuring the impacts to travel behavior from COVID-19 that inform regional transportation planning.

7.2 Traffic Analysis Studies, and Research

Staff produced the second in a series of snapshots to illustrate how the COVID-19 pandemic is impacting travel in the metropolitan Washington region. The snapshot is now available on the COG website and includes travel monitoring data observed through October 2020. Staff received and began to process November data from continuous traffic counting stations.

Staff continued to develop programs to read historical hourly non-motorized continuous count data and to process, check, and analyze those data.

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. As part of this, staff prepared and delivered presentations to the TPB Technical Committee and the Citizens Advisory Committee on the initial results of the multisectoral analysis of the COVID-related impacts in region. Staff prepared a similar presentation for the TPB's December meeting, but this item was deferred to the January meeting due to time constraints in the agenda.

Staff continued to develop programs to read historical hourly non-motorized continuous count data and to process, check, and analyze those data.

Staff continued to develop proposed approaches for research questions collected from regional stakeholders.

Staff reviewed and edited the Average Annual Weekday Traffic Factor memo

Staff prepared content about travel time and length using data from the State of the Commute and American Community Survey to support an interview with the Washington Post.

In support of the Plan Development and Coordination Team, staff:

- Reviewed and provided input on a newly proposed procurement process for the TLC program as well as the Spring 2021 solicitation.
- Reviewed the Executive Summary for the Public Opinion Survey
- Confirmed the definition of and provided a slide showing the region's core, inner, and outer suburbs.

Staff participated in the following meetings and forums:

- Gen3 Model Check-in meetings
- Equity Peer Exchange and debrief for speakers.
- Greater Washington Partnership's Voluntary Rail Vision Technical Work Session
- An initial meeting to discuss plans for SAS/ArcGIS Server Migration.

Big Data in Regional Travel and Mobility Analyses

Staff and the consultant participated in a debrief following the initial coordination meetings with stakeholders and began brainstorming next steps.

7.3 Regional Transportation Data Clearinghouse (RTDC)

Staff completed the review of available transit data from various publicly available sources to use as a comparison to what is currently available in the RTDC as well as TPB's in-house spatial data library (the G Drive). Staff began updating all levels of transit-related data, including high capacity transit stations, station entrances, and rail lines. This work is ongoing.

Staff participated in a meeting with staff from the Travel Forecasting and Emissions Analysis program regarding transit network data available in the RTDC. Staff discussed current ridership data, potential new data sources and data hosting capabilities and options, on December 14.

Staff requested and received highway hourly continuous counter data for November 2020 from Maryland, Virginia, and the District of Columbia.

Staff performed an analysis of 2017 thru 2019 traffic data collected at Continuous Count Stations (CCS) in the District of Columbia to estimate AADT and AAWDT. These estimates were summarized by year and functional classification. In addition, staff compared the 2018 AADT against AAWDT estimates provided by VDOT for Clarke and Loudoun Counties and by MDSHA for Frederick County to develop a factor to be used for the Jefferson County WV links. COG/TPB staff reported the results of these analyses and made recommendations of the next steps for AADT to AAWDT factoring in a memo to the Travel Forecasting and Emissions Analysis Program (TFEA) team. Once this factoring method is approved, AAWDT will be populated for the District of Columbia and Jefferson County, WV, and these data will be used to populate the Traffic Volumes by Link RTDC layer.

Staff directed a MD SHA staff member looking for future VMT estimates to the Travel Forecasting and Emissions Analysis Program (TFEA) team.

Staff directed a consultant who was conducting a noise assessment to Maryland's MD iMAP open data portal where they can find more detailed traffic count information than is typically linked to the TPB highway network.

7.4 GIS Data, and Analysis

Staff, along with the Planning Data and Research program director, gave a presentation on the High Capacity Transit (HCT) Station web map application at the Montgomery Planning Research and Strategic Projects Staff Meeting on December 9.

Staff attended and participated in a meeting regarding Visualize 2045 activities, hosted by the DTP Plan Development and Coordination Team, in December 11.

Staff attended the TPB Vehicle Probe Vehicle Data Users Group (VPDUG) meeting held on December 17.

Staff attended and participated in a meeting with the Plan Development & Coordination Team on December 18 regarding GIS data exports for future Visualize 2045 data products from TPB's Project InfoTrack (PIT) database.

Staff met with staff from the Plan Development & Coordination team on December 21 to discuss the Network Analysis extension for ArcGIS and potential spatial datasets to support developing and reporting on accessibility measures related to Visualize 2045.

Staff met with staff from the Department of Information Technology and Facilities Management (ITFM) on December 21 for a preliminary discussion regarding SAS & GIS server migration coordination.

Staff continued to participate in meetings with the Travel Forecasting and Emissions Analysis Program team and their contractor, RSG, to assist with data needs for Gen3 Model development. Staff continued to assemble spatial data on parks and other open space to be used in the development of the Gen3 model.

Staff attended the Cooperative Forecasting and Data Subcommittee meeting held on December 15.

Staff worked with the committee leadership of the GIS Committee and GDX working group to begin to plan the January 12 GIS Committee/GDX Working Group virtual meeting.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING	\$1,530,943	\$79,799	28%	51

8. SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING

8.1 Scenario Planning

Staff participated in a regular project management meeting with the consultant. The consultant shared an outline and preliminary formats for the upcoming memos on scenario planning tools and activities at peer agencies. Following the meeting, the project manager reached out to key members of the Oversight Committee to obtain input on material for the scenario planning tools. Staff reviewed and processed an invoice to work conducted during November.

8.2 Socioeconomic Forecasting

Review of initial draft Round 9.2 Cooperative Forecasts

Throughout December, DCPS staff, the Cooperative Forecasting Subcommittee and Planning Directors Committee received and reviewed initial draft Round 9.2 Cooperative Forecasts. Ten COG member jurisdictions have elected to update their Forecasts; the changes are incremental and will not significantly affect the regional Forecast totals.

The Cooperative Forecasting Subcommittee and the Planning Directors 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.

Also, during December, DCPS staff completed geocoding work on the March 2020 InfoUSA regional employment database and presented an initial analysis to the Cooperative Forecasting Subcommittee. The file will be compared with a similar data set for September 2020 to document regional and small-area employment and business changes during COVID. This is the first time that COG DCPS staff will undertake a six-month ‘snapshot’ of detailed employment databases for the region. A final version of the InfoUSA database(s) will eventually become the 2020 TAZ employment base for Round 10.

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. The report noted that new construction was primarily in the core and near Metrorail stations and that NoMa, Southwest Waterfront, Silver Spring and Tysons all had significant multifamily construction in 2019. Separately, COG staff noted that the incremental increase in housing units in the initial draft Round 9.2 Forecasts has narrowed the gap very slightly towards the COG Board Housing Targets, but current housing unit production overall is far below the need identified, indicating that the short-term (2025 and 2030) Board housing goals may likely be unattainable.

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. The data shows that the Region lost more than 300,000 jobs in the first few weeks of the Pandemic and that more than 150,000 have since returned. Staff noted also that the Region’s unemployment rate has improved since the onset of COVID and remains several points below the national average. Planning Directors and Cooperative Forecasting subcommittee members agreed it was too early to determine if the data are short- or long-term impacts to planning and growth. Staff noted that many

macro-economic' trends – office vacancy, commercial space utilization, current concerns over residential and commercial density will form the basis for the next major Forecast update: Round 10. During December, DPCS staff also updated the monthly REMS tables and analysis to reflect the more detailed indicators of COVID-related economic findings.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILITY AND ENHANCEMENT PROGRAMS	\$624,450	\$24,735	24%	55

9. MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Staff held a Grantee Workshop for Enhanced Mobility Round 4 subrecipients on December 2 to provide an overview of invoicing, reporting, compliance requirements, and expectations.

Staff drafted contracts for Enhanced Mobility Round 4 projects and coordinated no-cost contract extensions for existing Enhanced Mobility subrecipients impacted by COVID-19.

Staff attended the National Center for Mobility Management’s Peer Exchange Mobility for All webinar on One-Call/One Click Systems on December 11.

9.2 Transportation Alternatives Set-Aside Program

Staff conducted discussions to explore options for using surpluses that have built up in the TPB’s sub-allocation accounts for TAP in the TPB’s state-level jurisdictions.

9.3 Transportation Land-Use Connections Program

Kickoff meetings for 14 of this year’s projects had been completed by the end of December. Data collection and preliminary work was underway for these projects. For the 15th project for FY 2021, which was added in July, a consultant was selected in December and the contracting process was underway.

Staff worked on solicitation materials for the FY 2022 round of TLC projects. Staff finalized the application and website in time for launching the application period on January 8. For the upcoming year, the TPB Program is particularly seeking projects that promote ped/bike access in Transit Access Focus Areas (TAFAs) and the National Capital Trail Network (NCTN). Both the TAFAs map and the NCTN map were approved by the TPB in July.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB SUPPORT AND MANAGEMENT	\$858,369	\$57,271	32%	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 **December 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.
- Metropolitan Washington Air Quality Committee

Other additional activities for the TBP Staff Director for the month of December FY 2021 includes Telephone / Web Ex / Microsoft Teams Communications:

- TPB Nominating Committee
- CAOs Meeting
- Stafford County Transportation Needs Follow-up
- Legislative Committee Meeting

- COG Audit Committee Meeting
- CEEPC Chair Planning Meeting
- LGW's Thought Leadership Session #6
- PWC Chair Wheeler
- D.C. Council Bill – 23-987 Green Food Purchasing
- COG Annual Meeting
- Overview of TPB Activities in 2021
- GHG Scenarios Discussion
- Technical Inputs Solicitation Discussion
- Leaning in to 2021: More Equitable, More Resilient

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.
- Initiate development of FY 2022 UPWP.

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	\$2,055,007	\$3,710	5%	59
District of Columbia	\$294,366	\$0	14%	59
Maryland	\$807,806	\$1,063	2%	61
Virginia	\$578,978	\$2,647	7%	63
WMATA	\$373,857	\$0	1%	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 coordinated with DDOT on a request for a traffic count data and proposed a new process for responding to requests for traffic counts. Staff prepared the count archive files so they can be transmitted to DDOT once the appropriate. Staff also coordinated with DDOT on a request for a model output matrix of TAZ – TAZ highway travel times and distances.

11.2. MarylandProgram Development, Data Requests, and Miscellaneous Services

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

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 through the Maryland Technical Assistance Program. See TLC item above (9.3) for further details about the TLC Program.

11.3. VirginiaProgram Development, Data Requests, and Miscellaneous Services

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

Travel Monitoring and Survey*Non-Motorized/Active Transportation Counts*

Staff continued to review the Fall 2020 non-motorized count data from the contractor including verifying if the photos, dates, locations, and camera placements agreed with the original plan, in addition to checking the video files for quality control purposes.

Sub-Regional Planning Study*Park and Ride Study*

The consultant, VDOT, and COG/TPB participated in a regular monthly check-in meeting. The consultant prepared a draft agenda for the January stakeholder meeting. Staff reviewed and provided input on the agenda. Staff also worked with the consultant and VDOT to select the meeting date and distribute invitations to stakeholders. Staff reviewed and processed the consultant's invoice for work performed in November.

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 the Virginia Technical Assistance Program. See TLC item above for further details about the TLC Program.

11.4. Regional TransitProgram Development

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

Staff developed a proposal for a Transit within Reach Solicitation that will be used to identify and fund design projects that improve bicycle and pedestrian access to high-capacity transit. Staff began circulating the proposal internally for comment and feedback.

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 Program. See TLC item above for further details about the TLC Program.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Continuous Air System Planning Program

Staff met with Federal Aviation Administration staff to review the upcoming Airport Capital Improvement Program (ACIP)-funded Continuous Air System Planning Program projects, including discussing the feasibility of conducting the 2021 Washington-Baltimore Regional Air Passenger Survey.

Comprehensive Regional Air System Plan Update – Phase 3

Staff presented the Comprehensive Washington-Baltimore Regional Air System Plan Report during the December TPB Technical Committee Meeting.

Survey Response Rate and Quality Study

TPB's on-call consultant, ICF, held a kick-off meeting for the Technical Advisory Committee (TAC) on December 10. During the meeting, TAC members, including staff, helped prioritize which national and local stakeholders to interview for the study. Staff also began compiling the content for the Washington-Baltimore Regional Air Passenger Survey longitudinal analysis.

Process 2019 Air Passenger Survey - Phase 2

Staff began drafting the 2019 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Report.

PROGRESS ON PLAN PRODUCTS

Big Data in Regional Travel and Mobility Analyses

- Completed kick-off meeting and second meeting with the Study Working Group
- 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.
- Initial coordination meeting with DDOT, MDOT, VDOT, VDRPT, and WMATA were completed.

Public Participation Plan

- TPB Approved in October 2020

Public Opinion Survey for Visualize 2045

- Survey instrument and methodology developed: July-August 2020
- Respondents complete survey: September-October 2020
- Anticipated findings analyzed and report released: January - February 2021

Qualitative Research (Focus Groups) for Visualize 2045

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

- Estimated completion in April 2021

Develop and Implement the Regional Safety 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-CY 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.

Coordination Human Services Transportation Plan

- The Current Coordinated Plan was adopted by the TPB in December 2018.
- The next Enhanced Mobility Solicitation will be in Spring/Summer 2021.
- The next update of the Coordinated Plan will occur in 2022.

**FY 2020 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
December 2020**

	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	522,756.63	111,276.90	48%
SUBTOTAL	1,085,010.00	522,756.63	111,276.90	48%
2. Transportation Improvement Program				
Transportation Improvement Program	268,483.00	109,209.36	18,717.38	41%
TIP Database Support	170,000.00	114,089.00	25,702.00	67%
SUBTOTAL	438,483.00	223,298.36	44,419.38	51%
3. Planning Elements				
Congestion Management Process	604,501.00	162,423.28	28,577.10	27%
Systems Performance, Ops & Tech Planning	806,686.00	228,469.76	51,834.70	28%
Transportation Emergency Preparedness Planning	124,046.00	39,591.94	8,876.31	32%
Transportation Safety Planning	258,367.00	83,162.89	21,585.42	32%
Bicycle & Pedestrian Planning	151,252.00	80,594.62	14,076.96	53%
Regional Public Transportation Planning	368,910.00	138,490.23	56,222.56	38%
Freight Planning	190,466.00	75,177.19	12,545.96	39%
Metropolitan Area Transportation Operation Coord Program Planning	168,289.00	59,285.70	10,432.88	35%
Performance-Based Planning & Programming	280,399.00	108,554.27	20,389.84	39%
SUBTOTAL	2,952,916.00	975,749.89	224,541.73	33%
4. Public Participation				
Public Participation	1,018,896.00	524,307.54	103,787.08	51%
SUBTOTAL	1,018,896.00	524,307.54	103,787.08	51%
5. Travel Forecasting				
Software Support	198,271.00	66,183.53	16,453.03	33%
Network Development	999,084.00	442,520.02	91,591.30	44%
Model Development	2,649,137.00	674,435.88	104,089.30	25%
SUBTOTAL	3,846,492.00	1,183,139.42	212,133.62	31%
6. Mobile Emissions Planning				
Air Quality Conformity	849,138.00	412,564.45	88,526.86	49%
Mobile Emissions Analysis	986,454.00	402,120.93	93,789.72	41%
SUBTOTAL	1,835,592.00	814,685.38	182,316.59	44%
7. Travel Monitoring and Data Programs				
Regional Travel Survey	354,495.00	203,055.54	35,091.28	57%
Traffic Analysis & Research	866,343.00	185,052.63	56,542.77	21%
Regional Transportation Data Clearinghouse	326,086.00	204,409.32	26,362.47	63%
GIS Analysis	617,470.00	294,711.95	37,353.85	48%
SUBTOTAL	2,164,394.00	887,229.44	155,350.37	41%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,032,477.00	396,094.34	74,600.98	38%
Scenario Planning	498,466.00	32,277.70	5,198.09	6%
SUBTOTAL	1,530,943.00	428,372.03	79,799.08	28%
9. Mobility and Enhancement Programs				
Transportation and Land Use Connections Program	353,274.00	99,871.79	14,719.13	28%
Enhanced Mobility Grant Program	37,693.00	37,859.10	7,126.57	100%
Transportation Alternatives Set-Aside Programs	233,483.00	14,734.13	2,889.54	6%
SUBTOTAL	624,450.00	152,465.01	24,735.24	24%
10. TPB Support and Management				
TPB Support and Management	858,369.00	278,124.96	57,271.26	32%
SUBTOTAL	858,369.00	278,124.96	57,271.26	32%
SUBTOTAL CORE PROGRAM ITEMS 1-10	16,355,545.00	5,990,128.67	1,195,631.25	37%
TECHNICAL ASSISTANCE				
District of Columbia Technical Assistance	294,366.00	42,515.18	0.00	14%
Maryland Technical Assistance	807,806.00	12,246.12	1,063.11	2%
Virginia Technical Assistance	578,978.00	39,995.31	2,647.59	7%
WMATA Technical Assistance	373,857.00	2,015.11	0.00	1%
Technical Assistance Program Total	2,055,007.00	96,771.72	3,710.70	5%
TPB GRAND TOTAL	18,410,552.00	6,086,900.39	1,199,341.95	33%

**FY 2020 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

December 2020
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	1,153.76	870.95	100.49	9,129.05	1,053.28
Traffic Counts & HPMS Support	245,000.00	41,361.41	21,338.26	3,602.37	223,661.74	37,759.04
Other Tasks	39,366.00	0.00	3,428.58	0.00	35,937.42	0.00
SUBTOTAL	294,366.00	42,515.18	25,637.79	3,702.86	268,728.21	38,812.32
B. Maryland Technical Assistance						
Program Development & Misc	15,000.00	2,388.78	1,306.42	208.05	13,693.58	2,180.73
Planning Studies	100,000.00	0.00	8,709.50	0.00	91,290.50	0.00
Feasibility/Special Studies	50,001.00	9,857.34	4,354.83	858.52	45,646.17	8,998.82
Transportation Performance Measures	50,001.00	0.00	4,354.83	0.00	45,646.17	0.00
Training, Misc and Tech Support	100,000.00	0.00	8,709.50	0.00	91,290.50	0.00
Transportation/Land Use Connection Program	260,000.00	0.00	22,644.69	0.00	237,355.31	0.00
Other Tasks	232,804.00	0.00	20,276.05	0.00	212,527.95	0.00
SUBTOTAL	807,806.00	12,246.12	70,355.83	1,066.58	737,450.17	11,179.55
C. Virginia Technical Assistance						
Program Development & Misc.	15,000.00	2,262.82	1,306.42	197.08	13,693.58	2,065.74
Travel Monitoring	190,001.00	1,675.03	16,548.13	145.89	173,452.87	1,529.15
Travel Demand Modeling	100,000.00	11,067.80	8,709.50	963.95	91,290.50	10,103.85
Sub-regional Planning Studies	62,000.00	24,989.65	5,399.89	2,176.47	56,600.11	22,813.18
Other Tasks	51,977.00	0.00	4,526.93	0.00	47,450.07	0.00
Transportation Land Use Connections	160,000.00	0.00	13,935.19	0.00	146,064.81	0.00
SUBTOTAL	578,978.00	39,995.31	50,426.06	3,483.39	528,551.94	36,511.92
D. WMATA Technical Assistance						
Program Development & Misc	5,001.00	2,015.11	5,001.00	2,015.11	0.00	0.00
Other Tasks	191,130.00	0.00	191,130.00	0.00	0.00	0.00
Other Tasks D.3	177,726.00	0.00	177,726.00	0.00	0.00	0.00
SUBTOTAL	373,857.00	2,015.11	373,857.00	2,015.11	0.00	0.00
GRAND TOTAL	2,055,007.00	96,771.72	520,276.68	10,267.93	1,534,730.32	86,503.79