

# FY 2022



National Capital Region  
**Transportation Planning Board**

**Work Program Progress Report**

**July & August**

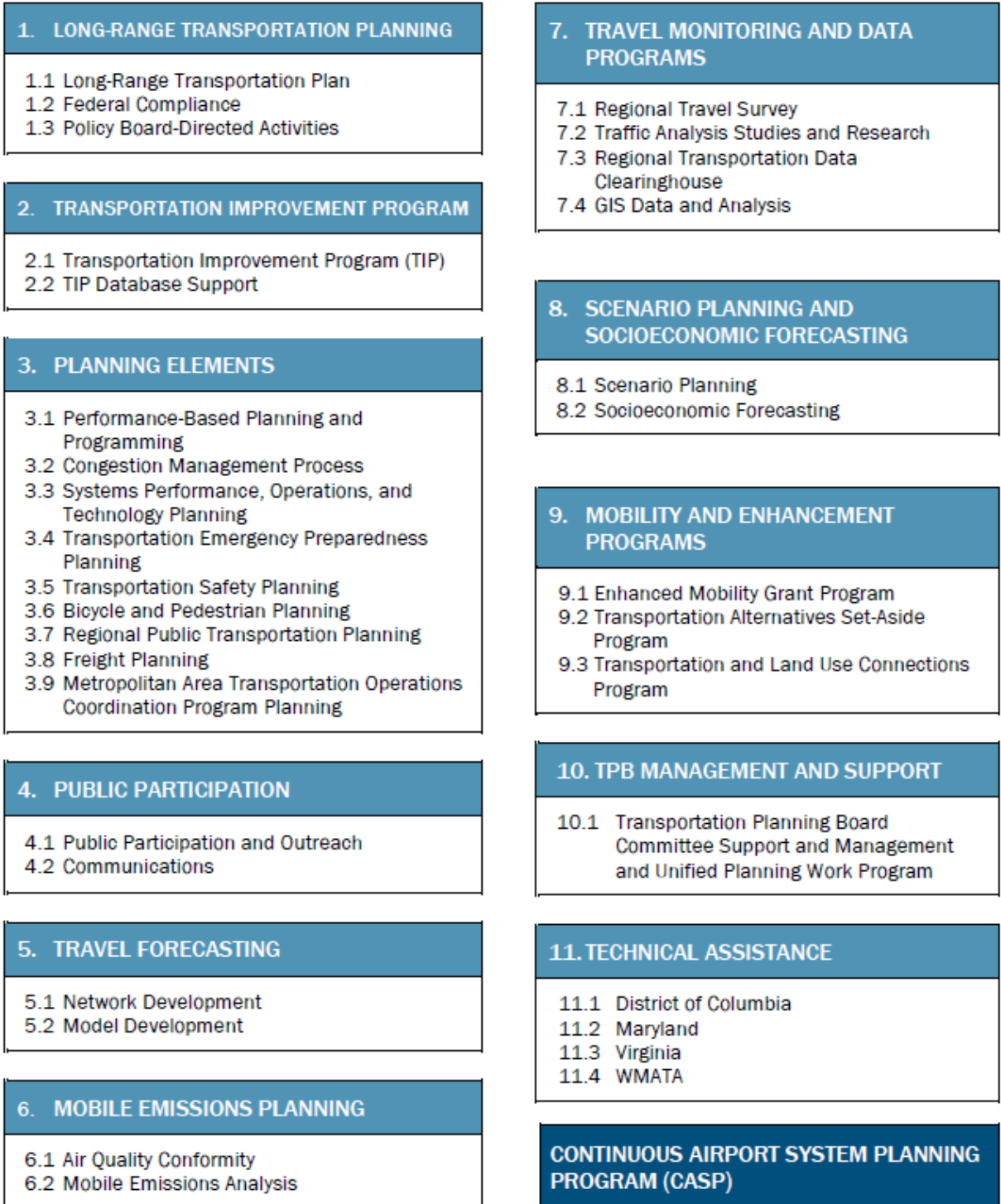
**FY 2022**

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The TPB approved its FY 2022 Unified Planning Work Program (UPWP) in March 2021. The TPB Work Program Progress Report provides a short summary of each activity for the month of July and August. In addition, this report concludes with status updates reflecting timelines for all ongoing program plans and projects. Please reference the 2022 UPWP for details concerning the approved budget, and work description for each task. The following graphic identifies all the activities in the UPWP.



| Task 1                             | BUDGET      | Billed this month                | % Funds Expended | UPWP Page |
|------------------------------------|-------------|----------------------------------|------------------|-----------|
| LONG RANGE TRANSPORTATION PLANNING | \$1,095,434 | July \$79,254<br>August \$62,222 | 7%<br>13%        | 35        |

**1. LONG-RANGE TRANSPORTATION PLANNING**

***Task 1.1 Visualize 2045 Implementation***

Staff that manages long-range transportation plan activities continued to work with the public participation team to conduct a socially distant public engagement approach for the summer of 2021, building on Phase I of public participation (survey and focus groups). As the third event of the TPB’s Voices of the Region public outreach for the update to Visualize 2045, Aspiration to Implementation, concluded at the end of August. The TPB has received more than 420 comments from this social distant engagement event. The purpose of the Aspiration to Implementation activity was to reaffirm the importance and impact that the Aspirational Initiatives have in the region. Staff highlighted projects and places in the region that align with a specific Aspirational Initiative by placing near them a poster with a QR code that can be scanned to access an online form with a few questions. By highlighting physical examples of these concepts, the TPB staff seeks to raise awareness of the TPB Aspirational Initiatives by allowing people to see how these concepts can be implemented and ask for about how these initiatives have been useful. The activity closed at the end of August and staff are now conducting qualitative analysis of the input and will report results to TPB later this year. This activity both implements the most recent plan and supports development of the plan update.

***Task 1.2 Environmental Justice and Equity***

Staff is tracking the release of the new census data in order to update its Equity Emphasis Areas used to support the EJ analysis of the plan. 1.3 Long-Range Transportation Plan

***Task 1.3 Future Plan Development***

In July and August 2021, the TPB staff conducted 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.

Staff continued to develop the LRTP, including producing and revising text, producing a page-by-page storyboard to manage spacing of content in the plan, producing charts, graphs and other graphics for integration by the design team. The staff hired a design firm to lay out the plan.

In July, the TPB staff conducted a discussion for an agenda item during the board meeting to revisit the technical inputs to the plan, given that MDOT indicated following the June action, that the removal of a P3 project would impact the financial constraint for the plan. Staff summarized and presented comments to the board on the June action and MDOTs notice letter regarding financial constraint. Staff conducted coordination activities to prepare for this discussion and share publicly available financial information with the Maryland General Assembly at its request. Technical staff began updating the regional travel model based on the June action beginning with the projects that were not in question. Following the updated approval of inputs in July, staff updated the final conformity table.

Staff continued testing new performance measures being considered to enhance the LRTP performance reporting and selected measures for inclusion in the plan based on testing.

Consultants to staff finalized a draft whitepaper and memo to document regional climate resiliency/stormwater planning and identify regional strategies for resiliency/stormwater management through transportation projects and program. The document was in internal review in July. In August the TPB staff shared the memo and whitepaper with technical members for review.

The document will be updated in September based on this review, then published before the end of the calendar year.

**1.4 Federal Compliance**

There has been no activity this period.

**1.5 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 2020 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.

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| Task 2                             | BUDGET    | Billed this month | % Funds Expended | UPWP Page |
|------------------------------------|-----------|-------------------|------------------|-----------|
| TRANSPORTATION IMPROVEMENT PROGRAM | \$466,962 | July \$30,533     | 7%               | 37        |
|                                    |           | August \$28,228   | 13%              |           |

**2. TRANSPORTATION IMPROVEMENT PROGRAM**

**2.1 Transportation Improvement Program (TIP)**

At its meeting on July 9, the TPB Steering Committee approved a resolution to amend the FY 2021-2024 TIP to update funding and project information for 13 projects, requested by WMATA. Between the beginning of July through mid-August, staff processed administrative modifications for 10 projects: 7 requested by DDOT, two by MDOT, and one by VDOT.

**2.2 TIP Database Support**

Consultants, EcoInteractive provided ongoing help-desk support for the months of July and August. They also continued working on the import and formatting of GIS data for the Bicycle and Pedestrian Plan module in Project InfoTrak.

Under the new Professional Services contract, EcoInteractive began work on several tasks to further customize their application to our needs, including development of a printable report for complete LRTP and TIP project descriptions, and a new functionality to allow users from our member DOTs to automatically submit their STIP amendment requests to their respective federal partners.

| Task 3            | BUDGET      | Billed this month                  | % Funds Expended | UPWP Page |
|-------------------|-------------|------------------------------------|------------------|-----------|
| PLANNING ELEMENTS | \$2,768,270 | July \$174,796<br>August \$144,036 | 6%<br>12%        | 39        |

**3. PLANNING ELEMENTS**

**3.1 Performance-Based Planning**

Staff worked on PBPP content for the 2022 version of the Visualize 2045 long range transportation plan and the FY 2023-2026 TIP. Staff began collection of annual Transit Safety and Transit Asset Management data and information from transit agencies.

**3.2 Congestion Management Process**

Staff undertook Congestion Management Process (CMP) data compilation and analysis for upcoming Quarterly Reports.

Staff undertook analysis of traffic and transit impacts of the COVID-19 pandemic and precautions, including data for the Memorial Day, Independence Day, and (upcoming) Labor Day holiday weekends, toward future reporting.

Development of the biennial 2022 CMP Technical Report began, with a goal to complete by the end of FY 2022.

**3.3 Systems Performance, Operations, and Technology Planning**

Building on late FY 2021 activities, staff continued development of a strawman set of TPB Connected and Automated Vehicle (CAV) principles toward TPB review and approval in fall 2021. The July 8, 2021 meeting of the Systems Performance, Operations, and Technology Subcommittee was organized and conducted, focusing on a first discussion of the draft CAV principles, as well as observations from analysis of traffic and transit impacts of the COVID-19 pandemic and precautions.

**3.4 Transportation Emergency Preparedness Planning**

The August 11, 2021 meeting of the Transportation Emergency Preparedness Committee (R-ESF 1) was organized and conducted, discussing current regional transportation emergency preparedness issues. Information was shared with the Committee regarding Metropolitan Area Transportation Operations Coalition (MATOC) and transportation agency response actions due to COVID-19.

**3.5 Transportation Safety Planning**

At the regularly scheduled TPB meeting on July 21, 2021, staff briefed the board on the Regional Roadway Safety Program Selection Panel’s recommendations and requested approval for the recommended projects, which was granted.

The regularly scheduled August 3, 2021 meeting of the Transportation Safety Subcommittee was organized and conducted. The agenda included a review of Virginia’s 2022 Highway Safety Targets, an update on Frederick County’s ‘Towards Zero Deaths’ Program, a briefing on the Fairfax County Spot Improvement Screening Framework, an update on the TPB Bicycle and Pedestrian Plan, and an update on the Regional Roadway Safety Program.

Staff held planning sessions on July 29 and August 2, 2021 with the Transportation Safety Subcommittee Chair to identify topics and speakers for FY2022 Subcommittee meetings.

**3.7 Regional Public Transportation Planning**

The Regional Public Transportation Subcommittee met in July. The agenda included briefings on the WMATA fall service plan, the CUE bus stop improvement project, and APTA's zero emission bus work. TPB staff reported on an in-depth analysis of the regional travel survey, the transit equity white paper & story map, and the 2019 state of public transportation report.

TPB staff prepared letters of support for federal grant applications by member agencies. Staff completed a memo providing an overview on fare relief: background, events of the pandemic, equity and climate change goals, and other transit fare factors. Staff worked on transit elements for the 2022 version of the Visualize 2045 long range transportation plan, including a summary of transit development plans across the region.

Staff attended the monthly NVTC MAC and WMATA JCC meetings, the Global Mass Transit: Clean Buses in the US virtual conference, the DC Circulator EV Bus Pilot Study, and two MATOC Transit Task Force calls to discuss the August 3 PTC Service Disruption and preparations for post-Labor Day service.

**3.8 Freight Planning**

Staff held planning sessions on July 28 and August 11, 18, and 25, 2021 with the TPB Freight Subcommittee Chair to identify topics and speakers for FY2022 Freight Subcommittee meetings.

Staff developed draft resolution language for updating Critical Urban Freight Corridor designations in Northern Virginia.

Staff continued 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 August 20, 2021 virtual meeting of the MATOC Steering Committee was organized and conducted, discussing communications, coordination, and Traffic Incident Management topics, as well as impacts of COVID-19.

A series of weekly MATOC Transit Task Force and/or MATOC Operations Subcommittee virtual meetings began on August 18, again on August 25, and continuing into September, to discuss operational, traffic, and transit ridership impacts of COVID-19.

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| Task 4               | BUDGET    | Billed this month | % Funds Expended | UPWP Page |
|----------------------|-----------|-------------------|------------------|-----------|
| PUBLIC PARTICIPATION | \$994,711 | July \$59,759     | 6%               | 45        |
|                      |           | August \$39,446   | 10%              |           |

**4. PUBLIC PARTICIPATION**

**4.1 Public Participation and Outreach**

The TPB's Community Advisory Committee (CAC) met on July 15 for an online-only meeting. The meeting included a discussion about project approvals for the region's long-range transportation plan, a briefing on a series of TPB focus groups conducted earlier in the year, and a discussion about the outline for the long-range plan

Staff finalized 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. Staff presented findings on the focus groups to the TPB Technical Committee. The findings and a final report on this research will be presented to the TPB in November of 2021.

Staff conducted 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 is the distribution of posters and signs around the region that will display QR codes, which will solicit input on the TPB's Aspirational Initiatives. In June, staff finalized work with consultants to develop the signs along and associated website, and installed the signs in more than 40 locations throughout the region. The signs were up for approximately six weeks and solicited nearly 600 comments, which staff began to process and analyze in August.

AFA meetings were not held so staff could focus on the 2021 Enhanced Mobility Solicitation.

Staff worked with AFA Chair Aguirre to reschedule the planned September meeting to a date that worked for staff and chair.

#### ***4.2 Communications***

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

- **Take Your Foot off the Gas and Take the Free Pledge: Car Free Day 2021 Registration Open!**  
August 4, 2021
- **TPB plan moves forward with MD HOT lanes**  
August 3, 2021
- **TPB awards funding for local roadway safety projects**  
July 22, 2021
- **TPB adds I-270/I-495 HOT lanes back to long-range plan**  
July 21, 2021
- **Op-Ed: Commuter Connections Director Nicholas Ramfos on confidently returning to commuting**  
July 16, 2021

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

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

In July, the TPB's lead communications staff member left COG staff. The process to replace this position was initiated.

| Task 5             | BUDGET      | Billed this month                  | % Funds Expended | UPWP Page |
|--------------------|-------------|------------------------------------|------------------|-----------|
| TRAVEL FORECASTING | \$3,298,337 | July \$202,451<br>August \$171,751 | 6%<br>11%        | 47        |

**5. TRAVEL FORECASTING**

**5.1 Network Development**

Staff updated the air quality conformity (AQC) project input table to reflect updates (e.g., I-270 and Beltway managed lanes projects) approved by the TPB at its July meeting.

Staff completed the base 2019 transit network files. This work included detailed review of individual bus routes and updates to assure that buses connected to the appropriate park-and-ride lots and transit stations at the beginning and the end of each route. Staff also ran a sensitivity test to determine the impact of recoding bus route mode code designator in the Version 2.4 Travel Model.

After completing the bus fare matrix and toll inputs earlier this year for the conformity analysis of the 2022 Update to Visualize 2045, staff noted that the Maryland Transit Administration increased MARC fares in July 2021 and that the tolls on the Dulles Greenway increased in April 2021. To reflect the most up-to-date tolls and fares in the analysis, staff incorporated these changes into the bus fare matrix and the network database. Staff has also been working on the 2021 transit network. Staff investigated a COGTools crash that occurred when editing some of the transit routes in the 2021 network and provided a fix by cleaning up some highway network coding errors that caused the crash.

Staff incorporated all the highway projects from the conformity project input table into the network database and exported and built the 2021 and 2024 highway networks for review. Building upon the 2019 base transit, staff began coding a 2021 transit network for the air quality conformity analysis of the 2022 Update to Visualize 2045. This work includes updating the database to reflect AM and off-peak (OP) transit services for use in the Version 2.4 Travel Model (for the conformity analysis), as well as PM and night-time (NT) services for use in the Gen3 Travel Model.

In support of Gen3 Model development, staff started to develop horizon-year (2045) highway and transit networks in four time-of-day periods. Staff started with the latest 2045 networks from the AQC working database. The 2045 networks with four time-of-day periods will be used for Gen3 Model, Phase 1, sensitivity testing.

Staff has been working on a major update of the COGTools User’s Manual, which had its last major update in 2013. Staff developed the first draft of the updated documentation in August.

Per an internal request, staff modified COGTools so that the HERE/NAVTEQ street layer (“Nav\_Street”) will not be loaded during most of the highway editing sessions.

**5.2 Model Development and Support**

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months. Staff attended and prepared meeting highlights for the July 16 TFS meeting, which covered the following topics:

- Arlington County’s new tour-based travel model
- COG/TPB Gen3 Travel Model: Status report
- 2017/2018 Regional Travel Survey In-Depth Analysis
- Roundtable discussion of current modeling efforts around the region
- Other Business
  - Snapshots of effects of COVID-19 on travel (available on COG website)
- Upcoming guest presentations



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

To provide performance benchmarks for the Gen3 Model development, staff conducted a 2018 validation of the TPB's Version 2.4 Travel Model. Staff documented this work in a technical memorandum, dated August 17, and shared it with the Gen3 Model consultant. Staff also made recommendations to the consultant based on the findings.

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

Staff continued to explore the feasibility of replacing the outdated AEMS mode choice application software with the TRANSIMS ModeChoice mode choice application software in the TPB's Gen2 Travel Model. Staff requested the latest TRANSIMS ModeChoice software (Version 7.5.3) from AECOM and tested it in both the Ver. 2.3.78 and Ver. 2.4 Travel Models after transferring the nesting constants from AEMS to ModeChoice. The outputs largely replicated those from AEMS, the mode choice software currently used in the Gen2 Model. Staff also investigated the calibration of the mode choice model using the ModeChoice software.

Staff developed a Python script that can process the Cooperative Forecasts of Land Use data and prepare the land use inputs files that are used by the travel demand models. The Python script can replicate the results from the existing land use processing procedure implemented in Cube scripts but is much faster and has the potential to be integrated with the Gen3 modeling processes which are developed primarily in Python. Staff documented this work in a draft technical memorandum, which should be finalized next month.

**Developmental, travel demand forecasting model: Generation 2/Ver. 2.4 PT**

Staff conducted the year-2014 validation of the Ver. 2.4\_PT Model, which uses Cube Public Transport (PT) instead of Cube TRNBUILD, and developed a technical memorandum, dated August 2, that documents all the recent model development activities associated with the Ver. 2.4\_PT Model.

Staff met with Arlington County and Bentley staff on July 28 regarding the Arlington County Travel Model, which uses PT multipathing for transit modeling. Staff requested the model's catalog files from Arlington County and plan to explore the PT multi-pathing function in the Ver. 2.4\_PT Model based on the Arlington implementation.

**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 four check-in meetings with RSG and BMG, the consultants on the Gen3 Model development project (July 8, July 22, August 5, and August 19).
- 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,
  - The Planning Data and Research (PDR) Team staff investigated and responded to an inquiry from the consultant regarding some missing work/school location information in the Regional Travel Survey (RTS) data.
  - Per request from the consultant, the PDR Team staff also conducted additional geocoding of the Active Park/Open Space data needed for the Gen3 Model development. Staff transmitted an open space/TAZ coverage table to RSG on July 28.
- Staff also reviewed a data development memo that RSG created to document the processing of the RTS and Transit On-Board Survey (TOBS) data for the Gen3 Model, Phase 1, development.

- Staff proposed and implemented a change to the MWCOG Population Synthesizer regarding the file path to the Census application programming interface (API). After the setup of the MWCOG Population Synthesizer was finalized for Gen3 Model Phase 1 Development, RSG updated the documentation and COG staff provided review. The documentation was finalized on August 4.
- After the reweighting program of the RTS/Maryland Travel Survey (MTS) data was finalized for Gen3 Model Phase 1 development in June, staff created a technical memorandum, dated August 17, that documents all the work activities associated with the reweighting process.
- The setup of the ABM Visualizer was finalized for Gen3 Model Phase 1 development. After RSG uploaded the script files to the GitHub repository that staff created for the software, staff created notes (“opened issues”) regarding potential improvements on the visualizer. Staff also tested the visualizer and modified the script files to address an error that occurred during the testing. In addition, staff requested the Survey Processing Application (SPA) and other scripts that the consultant used to prepare the survey inputs to the visualizer. Staff tested the SPA tool and provided feedback to RSG.
- In preparation for the Gen3 Model Phase 1 sensitivity testing, staff developed a list of sensitivity tests to be considered. After discussing it within the team and with the consultant, staff made the final recommendations for the sensitivity tests on August 10 and proposed a plan for COG and RSG staff to conduct the sensitivity testing once the model is ready. RSG concurred with both the recommended tests and the plan on August 17.

### **Software support**

Working with COG’s Information Technology (IT) Department, TPB staff continued to maintain the software and hardware used to conduct travel demand forecasting and mobile emissions modeling. Hardware includes travel model servers (TMS) and mobile emissions model workstations (MEMW) maintained at COG. Software includes Bentley Citilabs Cube, Python, Git/GitHub, R, MOVES, MySQL, MariaDB, and a travel speed post processor, implemented in Cube, for mobile emissions estimation. Staff also continued to monitor the storage space on various modeling servers to ensure that older files were being backed up and removed and that sufficient memory was available for upcoming activities, including the 2022 Update to Visualize 2045 air quality conformity analysis.

### **Other activities**

Staff serviced four data requests: three requests were from consultants working for the City of Frederick and the District of Columbia. One request was from academia. The requested data included the Ver. 2.4 Travel Model, loaded-link highway network files in GIS shapefile format (2017, 2019, 2021, 2025, 2030, 2040, and 2045), and year-2019 highway and transit travel time matrix files from the Version 2.4 Travel Model. Staff also responded to an inquiry regarding an AEMS crash when running the TPB’s Gen2 Travel Model.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursday. MWCOG is now the tenth agency to join this consortium.<sup>1</sup> Staff filled out an agency requirement survey on an activity-based model (ABM) visualization tool and ranked the proposed tasks/features for the Phase 7 scoping of ActivitySim.

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<sup>1</sup> “ActivitySim: An Open Platform for Activity-Based Travel Modeling,” GitHub, September 14, 2021, <https://activitysim.github.io/>.

| Task 6                    | BUDGET      | Billed this month                  | % Funds Expended | UPWP Page |
|---------------------------|-------------|------------------------------------|------------------|-----------|
| MOBILE EMISSIONS PLANNING | \$2,039,172 | July \$124,311<br>August \$111,022 | 6%<br>12%        | 51        |

**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, Visualize 2045, including the air quality conformity analysis, system performance, and environmental justice analysis.

TPB staff continued to work with the Department of Environmental Programs (DEP) staff on development of MOVES2014b inputs for milestone years 2021, 2023, 2024, 2025, 2030, 2040, and 2045 for the air quality conformity analysis of the 2022 Update to Visualize 2045, using the data received from the three state air agencies. Staff also continued to conduct modeling sensitivity tests to prepare for the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045.

TPB adopted Resolution R2-2022 to amend the project submissions for inclusion in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (item #9). The resolution added the Maryland I-270/I-495 HOT Lanes construction project back into the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP (this project had been removed from the conformity inputs by TPB action in June 2021).

Staff attended, on August 31, an Association of Metropolitan Planning Organizations (AMPO) webinar on a Transportation Conformity Whitepaper.

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

**6.2 Mobile Emissions Analysis**

Staff continued to conduct activities related to the TPB Climate Change Mitigation Study of 2021 (CCMS). TPB staff continued to hold bimonthly meetings with the project consultant (ICF) regarding 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 coordination with TPB staff, the project consultant finalized a report, dated July 8, containing a review of climate action plans and literature on mitigation strategies and their effectiveness, which is the first major Phase II deliverable. The report was shared with the TPB Technical Committee (Other Business) and the TPB (Report of the Director) in July. The project consultant also finalized the Task 4 Technical Memo: Scenarios and Associated Greenhouse Gas Reduction Actions, dated August 25. TPB staff distributed the memorandum to the Technical Committee members on August 27 to allow for additional review time.

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 (NAAQS). DEP staff continued to facilitate discussions with the Metropolitan Washington Air Quality Committee – Technical Advisory Committee (MWAQC-TAC). MWAQC-TAC was briefed on the SIP development project schedule (item #3, July meeting). In addition, DEP staff held a Control Measures Workgroup meeting and an Emissions Inventory Subcommittee meeting, established as part of the State Implementation Plan (SIP) development associated with the 2015 Ozone National Ambient Air

Quality Standards (NAAQS) requirements. MWAQC-TAC was also provided with an update on the current ozone season, at which COG staff noted that four ozone exceedances had been recorded by the middle of July, which could make it more challenging to attain the 2015 ozone NAAQS (item #2).

TPB and DEP staff continued to discuss the development of local inputs for the Alternate Vehicle and Fuel Technology (AVFT) file for use in MOVES model runs for the conformity analysis and/or future SIPs.

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 staff attended the July Climate, Energy and Environment Policy Committee (CEEPC) meeting and provided a meeting summary to senior management.

TPB 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 13 Northeast, Mid-Atlantic, and Southeast states and the District of Columbia that seeks to reduce carbon emissions from the transportation sector. At their respective July meetings, TPB staff shared a memorandum with relevant information with both the TPB Technical Committee (Other Business) and the TPB (Report of the Director) regarding the release of five documents: (1) the model rule for the Transportation and Climate Initiative Program (TCI-P); (2) a summary of public input received since the draft model rule was released in March; (3) the Draft Framework for Public Engagement (Guiding Principles); (4) the Draft TCI-P Model Implementation Plan; and (5) the Draft Proposed Strategies for Regional Coordination.

TPB staff finalized 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 2022 Update to Visualize 2045 air quality conformity analysis.

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 to both maintain consistency with the recently released Version 2.4 Travel Demand Model and to introduce innovative new processes (e.g., machine learning).

| Task 7                              | BUDGET      | Billed this month                 | % Funds Expended | UPWP Page |
|-------------------------------------|-------------|-----------------------------------|------------------|-----------|
| TRAVEL MONITORING AND DATA PROGRAMS | \$2,141,001 | July \$161,703<br>August \$71,210 | 8%<br>11%        | 53        |

**7. TRAVEL MONITORING AND DATA PROGRAMS**

***7.1 Travel Surveys***

Regional Travel Survey

- Staff fielded RTS data requests from stakeholders.
- Staff geocoded household and trip records to BMC TAZs and provided the results to BMC staff
- Staff provided a response to an inquiry from the Gen3 Model Development Team on work and school locations in the RTS/Maryland Travel Survey data.

### Smartphone Panel Survey

- Staff prepared a proposal to conduct data processing for the RTS Follow-On Smartphone Panel Survey (SPS).
- Staff reviewed the structure of the data files from the RTS Follow-On Smartphone Panel Survey (SPS).
- Staff prepared the data files from the RTS Follow-On Smartphone Panel Survey (SPS) for post-survey data processing.

### COVID-19 Literature Review

- COG/TPB staff conducted 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***

### 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. Staff prepared and delivered a COVID-related impact briefing for the COG Board of Directors at its 2021 Leadership Retreat held in July.

### **COVID-19 TRAVEL MONITORING SNAPSHOTS**

Staff finished processing and analyzing the March through May 2021 traffic data from the region's continuous counting stations and enplanement data from the region's major airports to include in a snapshot showing the travel monitoring impacts of the COVID-19 Pandemic in the National Capital Region. The snapshot was published on the COG website in July. Data from the snapshot was referenced by WTOP in a news story done in August.

### Arlington Continuous Count Stations

Staff made final edits to a technical memorandum on historical non-motorized counts at continuous count stations on trails and bike lanes in Arlington County. The memo identified inconsistencies in the data and will serve as a tool to better understand how the pandemic is affecting non-motorized travel when compared with previous years. The final memorandum was delivered to Arlington County staff.

### RTS Stakeholder Question Project

Staff worked with the Communications Department to develop a strategy to highlight this research and to post the responses to the web.

Staff worked as a team to present the results of technical analyses of various Regional Travel Survey (RTS) data items answer questions from regional stakeholders about the RTS findings. Presentations were given in July to both the Travel Forecasting Subcommittee (TFS) and to the Regional Public Transportation Subcommittee (RPTS). Staff connected the Executive Office to this research in support of a question from the Washington Post about the share of trips in the region that are school trips.

### Transportation Data Dashboard

Staff completed development of a transportation-related data dashboard to serve as a first-cut demonstration of the concept. Staff gave a demonstration of the dashboard application at the July 9<sup>th</sup> TPB Technical Committee meeting.

### Labor Day Analysis

Staff coordinated with the Systems Performance Planning Team to prepare for an upcoming Labor Day travel analysis in anticipation of increased traffic volumes resulting from offices and schools reopening. Staff met internally to discuss plans for the quick turnaround analysis. Staff identified continuous counting stations and began assembling historical traffic statistics for the week surrounding Labor Day.

### Long Range Transportation Plan

In support of the Plan Development and Coordination Team, staff updated language and charts in the existing conditions section of the long-range plan. The updates were based on the RTS data, RTDC transit ridership data, enplanement data, and more.

### Board Retreat

Staff developed summaries and cleaned geospatial data for crash incidents in the COG Region. Staff summarized population, employment, and household data around high-capacity transit stations. Staff identified Equity Emphasis Areas within a half mile or mile of an Activity Center.

Staff supported Prince William County by sharing VMT estimates across the region.

### **7.3 Regional Transportation Data Clearinghouse**

Staff provided fellow team staff with details and locations of all feature classes and tables updated as part of the FY 2021 RTDC traffic data update.

Staff contacted FHWA staff to ask for 2019 HPMS data that is missing from the FHWA Hosting website. Staff met internally to discuss plans for updating the bridge and pavement data and visualization tools for Performance Based Planning & Programming (PBPP) purposes.

Staff provided historical traffic count information and discussed VMT trends in Jefferson County WV with a TFEA team staff member who was working on travel model validation.

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

### **7.4 GIS Data, and Analysis**

Staff attended the virtual tuGIS Towson University GIS conference August 10-12.

Staff attended 'Introduction to Power BI' training (sponsored by MSGIC through the tuGIS conference) on August 13.

Staff attended the July (14) and August (18) meetings of the Maryland State Geographic Information Executive Committee (MSGIC).

Staff planned and participated in the July 20 GIS Committee/GDX Working Group virtual meeting. Agenda items included reports on the Food Distribution Mapping Initiative, CAD2GIS, and the status of NextGen 9-1-1 in addition to a demonstration of the NextGen 9-1-1 Collaboration Tool

Staff continued work to support the COG Board Retreat. Staff regularly met with colleagues to refine data requirements and products for the retreat and worked closely with the Planning Data and Research Program Director throughout the process. Staff produced several static map documents (in PDF) with relevant data for each COG member jurisdiction. Additionally, staff developed the final map documents for High Capacity Transit (HCT), Equity Emphasis Areas (EEA), American Community Survey (ACS) and safety data, the publishing and creating several online web maps containing the data. Staff developed a comprehensive web mapping application containing all geospatial data to be used as a demonstration at the retreat.

Staff assisted with providing statistics on the National Capital Trail and HCT Stations, from a request from the DTP Department Director.

Staff met internally on July 26 (Planning Data and Research team members) to discuss Pavement and Bridge databases used in by the Systems Performance team to support performance-based planning and programming (PBPP) requirements. Staff then participated in a meeting on July 29 with Systems Performance staff to discuss the workplan and timeline for updating datasets.

Staff met with colleagues from the Plan Development and Coordination team to discuss support for the environmental consultation and mitigation requirement of Visualize 2045. Staff developed a workplan for obtaining additional and updated data used in the web application for this requirement. Staff obtained, processed, and organized data into a new map document and is working with the Plan Development and Coordination team to finalize the deliverable, which is slated for early September. This work is ongoing.

Staff met with fellow staff as well as DCPS to identify opportunities to collaborate on Census 2020 data products and to develop a working document to identify areas of responsibility for various aspect of obtaining, processing, analyzing and visualizing data from the 2020 Census.

Staff continued to attend and participate in Visualize 2045 activities, hosted by the DTP Plan Development and Coordination Team,

Staff coordinated with COG’s Information Technology (IT) staff to install ArcGIS software on staff workstations.

| Task 8   | BUDGET      | Billed this month                | % Funds Expended | UPWP Page |
|--|-------------|----------------------------------|------------------|-----------|
| REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION | \$1,190,179 | July \$77,950<br>August \$69,266 | 7%<br>12%        | 57        |

**8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION**

***8.1 Socioeconomic Forecasting***

Staff prepared GIS tools, static maps and data tables, PowerPoint presentations, and memoranda on the region’s High-Capacity Transit (HCT) network and Equity Emphasis Areas (EEAs), which were key focus topics of the COG Board Leadership Retreat in 2021. These work products included extensive visualizations and interactive maps that informed regional elected officials on the potential for optimizing HCT, which would promote several of TPB’s initiative contained in aspirational element of the region’s long-range transportation plan, Visualize 2045. They also assisted in further familiarizing elected officials with TPB’s equity analysis framework, the Equity Emphasis Areas, and promoted use of EEAs in local governments’ actions to incorporate equity into all that they do, in accordance with both the COG Board and the TPB 2020 statements on equity. By optimizing HCT and elevating the use of EEAs, regional decisionmakers can further promote balanced land use and transportation connections (transit-oriented communities) in and around regional transit centers, as well as seeking to achieve the region’s housing targets for all income levels.

**Review of initial draft Round 9.2 Cooperative Forecasts**

In preparation for the July COG Leadership retreat, DCPS staff worked with DTP staff to develop tabulations and maps of the Cooperative Forecasts and the CoStar database to facilitate conversations on optimizing development near High-capacity Transit stations and in Equity Emphasis Areas. Going forward, these analytical constructs will become key frameworks for COG Board and TPB technical and policy work.

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. In addition, for the July Planning Directors meeting, Anthony Fusarelli, AICP, Planning Director, Arlington County Department of Community Planning, Housing, and Development led a panel discussion on potential COVID impacts to regional housing. Panelists included Richard Tucker, Housing Arlington Coordinator, Arlington County Department of Community Planning, Housing, and Development; Michelle Winters, Executive Director, The Alliance for Housing Solutions; Carmen Romero, President and CEO, Arlington Partnership for Affordable Housing; and Christopher Gordon, Principal, KGD Architecture.

Also, during August, DCPS staff began an initial draft of a 2020 Census report highlighting demographic trends shown in the 2020 Census PL94-171 legislative redistricting data.

Housing Targets update

The July meeting of the Housing Directors Advisory Committee (HDAC) focused on a discussion of “Meeting the Region’s Housing Needs in Smaller Municipalities” featuring Asmara Habte, Director of Housing and Community Development, City of Rockville, and Louise Kauffmann, Director of Housing and Community Development, City of Gaithersburg. In addition, members discussed “Attainable Housing Strategies in Montgomery County” led by Jason Sartori, Countywide Planning and Policy Chief, Maryland-National Capital Park and Planning Commission.

Scenario Planning

Staff reviewed and approved the consultant’s invoice for work performed in June.

Staff shared the white paper on the peer MPO practices with MPOs who responded to the questionnaire.

Staff worked with the Office of Communications to post the results of the project, including the white papers and final report, to the web.

Staff developed a presentation about the Scenario Planning Organizational Awareness and Understanding project to for the Annual AMPO conference.

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| Task 9                            | BUDGET    | Billed this month                | % Funds Expended | UPWP Page |
|-----------------------------------|-----------|----------------------------------|------------------|-----------|
| MOBILITY AND ENHANCEMENT PROGRAMS | \$988,671 | July \$22,137<br>August \$22,047 | 2%<br>4%         | 59        |

**9. MOBILITY AND ENHANCEMENT PROGRAMS**

***9.1 Enhanced Mobility Grant Program***

On July 13 and 19 staff held virtual preapplication conferences for the 2021 Enhanced Mobility solicitation.

On July 19, staff attended a Federal Transit Administration webinar on procurement using Federal funds.

Staff convened the ARPA Selection Committee on July 6 and coordinated TPB Officers and AFA Chair concurrence with projects recommended for funding. On July 9 staff presented to the TPB Technical Committee on applications received under the ARPA solicitation and to the TPB for approval of projects recommended for funding and update of the TIP to include them on July 21.



On August 9 and 18, staff held one-on-one preapplication conferences for the 2021 Enhanced Mobility solicitation for two agencies planning to apply.

On August 10, staff participated in an internal meeting to plan UPWP activities for FY2022, including the required update to the Human Services Transportation Coordinated Plan.

Staff attended DRPT’s Statement Human Services Transportation Meeting on August 17.

Staff was invited by the Maryland Transportation Administration to participate in the Transportation Association of Maryland conference in September and to co-present with MTA’s 5310 Program Manager.

**9.2 Regional Roadway Safety Program**

Based on the outcome of an RFQ issued in the spring of 2021, twelve contractors were awarded master contracts to perform work for the Regional Roadway Safety Program.

The application period for member jurisdictions to submit applications for the FY2022 Regional Roadway Safety Program officially opened on August 16<sup>th</sup>. Applications are due on October 12 and optional abstracts are due on September 10.

**9.3 Transportation Alternatives Set-Aside Program**

Staff conducted the selection processes for applications from Maryland and D.C. for the TA Set-Aside Program. The selection panel for Maryland met on June 30 and identified six projects that it recommended for funding. A comparable selection panel for DC met on July 7 and recommended four projects for funding. For both Maryland and DC, the TPB Steering Committee on July 9 approved the recommendations for both DC and Maryland.

**9.4 Transportation/Land-Use Connections (TLC) Program**

Staff conducted the consultant procurement process for the 11 new TLC projects approved by the TPB in April. This process began with a questionnaire sent to all 15 prequalified consultants to determine their level of interest in the new projects. The recipient jurisdictions were also polled to determine their level in the consultants based on the qualifications statements submitted earlier in the year. Based on this input, staff solicited consultant proposals for the new projects. For each project, a technical selection committee was assembled to review and score proposals. Staff was scheduled to identify winning consultants in September. The projects are scheduled to kick off in October.

In July, staff conducted final administrative work, including invoicing, for the FY 2021 TLC projects.

| Task 10                    | BUDGET    | Billed this month                | % Funds Expended | UPWP Page |
|----------------------------|-----------|----------------------------------|------------------|-----------|
| TPB MANAGEMENT AND SUPPORT | \$963,379 | July \$61,264<br>August \$41,103 | 6%<br>11%        | 61        |

**10. TPB MANAGEMENT AND SUPPORT**

**Transportation Planning Board Committee Support and Management**

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

- Staff provides 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.

- Staff responds to requests from TPB members, federal agencies, Congressional offices, media and others for information or data of a general transportation nature.
- Staff meets with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Staff participates in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Staff coordinates TPB Planning Activities with Program Directors and provides day-to-day management of and allocation of staff and financial resources.
- Staff monitors all work program activities and expenditures. 2

Staff support was provided for the following committees and subcommittees:

- State Technical Working Group (STWG)
- TPB Technical Committee
- TPB Steering Committee
- MWCOG Board Meeting
- Transportation Planning Board (TPB)
- MATOC Steering Committee
- TPB Community 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. Staff also worked on monitoring work program activities, providing administrative assistance to senior staff and monitoring and prepare financial reports. Administrative staff work on monthly financial administration and management activity 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.

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 Community Advisory Committee and the TPB Board meetings.

The Staff Director provided overall program management oversight to all the Department's activities. Other additional activities for the TPB Staff Director for the month of **July & August FY 2022** includes Telephone/ Web EX/ Microsoft Teams Communications as of June FY 2021:

**JULY:**

- Climate Mitigation Study (CCMS)
- Region Forward Coalition
- TPB Process for Plan Updates/Projects
- Major Metros Weekly
- Discussions with MDOT (Conformity Inputs)
- Proposed Changes to TPB R2-2022
- CEEPC & CBPC Meeting planning
- Discussion NoVa Assoc. of Realtors/Fair Housing

**AUGUST:**

- TPB Climate Change Mitigation Study
- Update on CCMS – Task 4
- Amazon Housing Update
- Major Metros Weekly
- COG/PRR/R2E Check-in
- Vaccine Credential Meeting
- Amazon – MWCOG
- Update on Visualize 2045
- Internal Equity Analysis/Training Roll-out
- FTA Administrator – Addressing COG Board
- Review Amazon’s HAPP Examples
- Amazon/COG Housing TA
- Regional Housing Initiatives Peer-to-Peer Workshop

***UPWP***

Staff prepares, negotiates and gets approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the Steering Committee and the TPB. Staff prepares monthly UPWP progress reports for each of the state agencies administering planning funding and prepares all necessary federal grant applications submissions. Staff reviews 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 | \$1,576,979 | July \$4,237<br>August \$24,993 | 0%<br>2%         | 63        |
| District of Columbia | \$274,756   | July \$362<br>August \$4,954    | 0%<br>2%         | 63        |
| Maryland             | \$483,305   | July \$315<br>August \$8,900    | 0%<br>2%         | 65        |
| Virginia             | \$436,679   | July \$1,984<br>August \$9,373  | 0%<br>3%         | 68        |
| Regional Transit     | \$382,238   | July \$1,575<br>August \$1,764  | 0%<br>1%         | 71        |

**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 continued to work with DDOT staff to develop a scope of work for a project the DDOT Historic Data Standardization. Staff prepared and shared a bullet list outlining the checks for the DC HPMS Continuous Count Stations, the four keys that map the continuous count stations to HPMS sections, sample volume and classification files, and the latest PCS lane assignment file.

Staff assisted DDOT with questions about the April and May Invoices.

Staff coordinated with DDOT staff to arrange continued support for the Climate Change Study.

#### Transportation / Land Use Connections Program

As part of the Transportation/Land-Use Connections Program, one technical assistance projects in the District of Columbia is being partially funded through the District of Columbia Technical Assistance Program. See TLC item above (9.3) for further details about the TLC Program.

#### Climate Change Study

A climate change study is primarily being funded by the UPWP Core program with supplemental funding from the District of Columbia, Maryland, and Virginia Technical Assistance Accounts. See references in the progress report above, for further details about this study.

### **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 coordinated with MDOT staff to arrange continued support for the Climate Change Study.

#### Feasibility/Special Studies

##### *Traffic Relief Plan (TRP) Project Development Activities*

No activities to report this month.

#### Transportation / Land Use Connections Program

As part of the Transportation/Land-Use Connections Program, four 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.

#### Climate Change Study

A climate change study is primarily being funded by the UPWP Core program with supplemental funding from the District of Columbia, Maryland, and Virginia Technical Assistance Accounts. See references in the progress report above, for further details about this study.

### **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.

Staff coordinated with VDOT staff to arrange continued support for the Climate Change Study.

#### Travel Monitoring and Survey

##### *Non-Motorized/Active Transportation Counts*

Staff met with VDOT staff to determine the counting locations for the fall 2021 non-motorized counts. When the locations were finalized, staff drafted a task order and delivered it to the on-call traffic monitoring consultant for a price quote.

##### *I-66 & I-395 Mode Share Study*

Staff updated the list of counting locations and maps for VDOT I-66/I-395 mode share study.

Staff prepared and worked with contracts to execute a task order for the field work for this study.

Staff scheduled the kick-off meeting for the traffic monitoring operations.

### Transportation / Land Use Connections Program

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

### Climate Change Study

A climate change study is primarily being funded by the UPWP Core program with supplemental funding from the District of Columbia, Maryland, and Virginia Technical Assistance Accounts. See references in the progress report above, for further details about this study.

## ***1.1.4. Regional Transit***

### Program Development

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

### Transit Within Reach

Staff received six applications for the program.

Staff performed an analysis to determine how well each application met the priorities of the program.

Staff distributed the applications to state Departments of Transportation as well as regional agencies asked for input. Staff received recommend comments on the applications and shared them with the panelists.

Staff reviewed and conducted a regional priorities analysis on the six applications for the Transit Within Reach Technical Assistance Program. This information was shared with the members of the Selection Panel to help inform them about the projects.

Staff distributed the applications and scoring sheets to the panelists and asked them to begin reviewing the projects.

Staff performed field visits to the location for each application to collect more information and better understand the proposed projects.

Staff convened the selection panel twice (8/17, 8/20) to discuss the submissions and build consensus on the applications to recommend for funding.

Staff served on and participated in the selection panel.

Staff conducted calls with all applicants to make them aware of the recommendations from the selection panel before they become public.

Staff developed a presentation and memo for the TPB Tech and TPB meetings to share the recommendations on projects to fund.

### High Capacity Transit Map

Staff edited the timeline of the proposal for the high-capacity transit map and shared with the DTP Department Director to obtain feedback and signoff. Staff met with the DTP Department Director and the Planning Data and Research Program Director on 8/25 to discuss next steps.

## **CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM**

### Continuous Air System Planning Program Management

No activity.

### Air Cargo Element Update

No activity.

### Ground Access Travel Time Study

No Activity.

### Ground Access Forecast and Element Update

No Activity.

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## **PROGRESS ON PLAN PRODUCTS**

### Visualize 2045 Plan Update – (and associated analysis and appendices)

- Draft for public comment and interagency review – April 1, 2022
- Final for Board Approval June 2022
- Produce Plan and Performance Analysis of Plan including new measures – Draft, April 1, final, June 2022
- Updated Viz 2045 Storymap

### Updated Aspirational Initiatives Brochure showing examples/progress - June 2022

### Equity Whitepaper (Considerations in Transportation) – June 2022

### Resiliency Planning (in UPWP: Climate Change Resilience /Adaptation Study Phase 2)

- Publish Resiliency Phase 1 Whitepaper Nov-2021
- Phase 2: Conduct Ongoing Coordination with Members – Ongoing through June 2022 (anticipating webinar/peer exchange series)

### Qualitative Research (Focus Groups) for Visualize 2045

- Presentation of findings and release of report: November 2021

### Phase II Outreach for Visualize 2045

- Outreach is “live” (signs with QR codes posted throughout the region) – June-August 2021
- Analysis of input – August-September 2021
- Release of findings – October-November 2021

### Voices of the Region Storymap for Visualize 2045 (Product development – September-December 2021; Product release – January 2022)

### Open Houses for Visualize 2045 (Spring 2022)

### Community Leadership Institute (18<sup>th</sup> session) - Spring 2022

### Coordinated Human Services Transportation Plan

- 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

### Transportation Data Dashboard

- Completed kickoff meeting
- Tools evaluation under way
- Draft dashboard presented to TPB Technical Committee at the July meeting

Travel Forecasting

- A series of highway and transit networks reflecting the latest LRTP (2022 Update to Visualize 2045) and TIP for input to the regional travel demand model.
- Maintenance, support for and development of currently adopted travel models, including inputs, application files, and documentation.
- Continued development, with consultant assistance, of the TPB's next-generation travel demand forecasting model, known as the Gen3 Model, which will occur over a three-year period, from FY 2020 to FY 2023. A developmental model (Gen3, Phase 1) and associated technical documentation. This is a developmental travel model for testing by TPB staff, expected Dec. 2021. This model would precede the Gen3 Travel Model, Phase 2, which is expected to be a production-use travel model that could be used for regional planning work (expected Apr. 2023, i.e., FY 2023).

Mobile Emissions Planning

- Air quality conformity analysis of the LRTP (2022 Update to Visualize 2045): Conduct runs of the travel model and mobile emissions model and prepare technical documentation
- TPB Climate Change Mitigation Study of 2021, with consultant assistance: Complete the study and prepare a report
- Technical activities, including preparation of mobile inventories and development of mobile budgets, and documentation related to the State Implementation Plans (SIPs) to meet the 2015 ozone NAAQS requirements

Travel Surveys

- Geographic-focused Surveys Workplan (June 2022)
- 7-Day Panel-Evaluation of Effectiveness of Smartphone Data Collection Methodology (June 2022)
- COVID-19 Pandemic Travel Behavior Survey Literature Review (June 2022)

Travel Analysis Studies and Research

- Transportation Data Dashboard (June 2022)
- COVID-19 Pandemic Regional Travel Behavior (periodic updates)
- COVID-19 Travel Monitoring Snapshots (periodic updates) e

Socioeconomic Forecasting

- Baseline Employment Guidance (June 2022)
- Travel Model Employment Definition Adjustment Factors (June 2022)
- Activity Centers and High-Capacity Transit Station Area Forecasts (June 2022)
- Code Census Block Groups to TAZ (June 2022)
- Census 2020 reports and presentations (ongoing)
- Cooperative Forecasting Round 10 workplan (December 2021)
- Multifamily Housing Report (June 2022)
- Commercial Construction Indicators Report (June 2022)

Planning Elements

- PBPP Targets (Updated) – Transit, Highway and Transit Assets – February 2022
- Congestion Management Process Technical Report – June 2022
- Connected and Automated Vehicles Principles – January 2022
- Roadway Safety Report – Updated – June 2022
- Regional Bicycle and Pedestrian Plan – Updated – January 2022
- National Capital Trail Network – Updated – June 2022
- State of Public Transportation – Annual Report – June 2022
- Regional Freight Plan – Updated – June 2022
- Regional Roadway Safety Program – Project Solicitation, Selection, and Execution – June 2022

CASP

- Ground Access Travel Time Update (June 2022)
- Ground Access Forecast Update (June 2022)

FY 2022 TRANSPORTATION PLANNING BOARD  
COG/TPB BUDGET EXPENDITURE SUMMARY  
July 2021

|   | DC, MD and VA<br>FTA, FHWA and LOCAL<br>BUDGET TOTAL | FUNDS<br>EXPENDED | BILLED<br>THIS<br>MONTH | % FUNDS<br>EXPENDED |
|---|--|-------------------|-------------------------|---------------------|
| <b>1. Long-Range Transportation Planning</b>                      |  |                   |                         |                     |
| Long - Range Transportation Planning                              | 1,095,435.13   | 79,254.28         | 79,254.28               | 7%                  |
| <b>Subtotal</b>   | <b>1,095,435.13</b>                                  | <b>79,254.28</b>  | <b>79,254.28</b>        | <b>7%</b>           |
| <b>2. Transportation Improvement Program</b>                      |  |                   |                         |                     |
| Transportation Improvement Program                                | 266,963.20   | 17,682.12         | 17,682.12               | 7%                  |
| TIP Database Support  | 200,000.00   | 12,851            | 12,851                  | 6%                  |
| <b>Subtotal</b>   | <b>466,963.20</b>                                    | <b>30,533.12</b>  | <b>30,533.12</b>        | <b>7%</b>           |
| <b>3. Planning Elements</b>                                       |  |                   |                         |                     |
| Congestion Management Process                                     | 434,253.21   | 28,331.33         | 28,331.33               | 7%                  |
| Systems Performance, Ops & Tech Planning                          | 632,941.76   | 37,286.63         | 37,286.63               | 6%                  |
| Transportation Emergency Preparedness Planning                    | 128,257.20   | 3,481.03          | 3,481.03                | 3%                  |
| Transportation Safety Planning                                    | 311,703.59   | 21,655.25         | 21,655.25               | 7%                  |
| Bicycle & Pedestrian Planning                                     | 168,032.40   | 11,838.14         | 11,838.14               | 7%                  |
| Regional Public Transportation Planning                           | 391,160.06   | 17,316.26         | 17,316.26               | 4%                  |
| Freight Planning  | 318,664.86   | 19,748.42         | 19,748.42               | 6%                  |
| Metropolitan Area Transportation Operation Coord Program Planning | 170,787.19   | 10,986.55         | 10,986.55               | 6%                  |
| Performance-Based Planning & Programming                          | 212,468.43   | 24,153.01         | 24,153.01               | 11%                 |
| <b>Subtotal</b>   | <b>2,768,268.70</b>                                  | <b>174,796.62</b> | <b>174,796.62</b>       | <b>6%</b>           |
| <b>4. Public Participation</b>                                    |  |                   |                         |                     |
| Public Participation  | 994,710.64   | 59,759.6          | 59,759.6                | 6%                  |
| <b>Subtotal</b>   | <b>994,710.64</b>                                    | <b>59,759.6</b>   | <b>59,759.6</b>         | <b>6%</b>           |
| <b>5. Travel Forecasting</b>                                      |  |                   |                         |                     |
| Software Support  | 226,785.46   | 10,025.57         | 10,025.57               | 4%                  |
| Network Development   | 1,012,945.63   | 74,478.94         | 74,478.94               | 7%                  |
| Model Development   | 2,058,605.72   | 117,947.09        | 117,947.09              | 6%                  |
| <b>Subtotal</b>   | <b>3,298,336.81</b>                                  | <b>202,451.6</b>  | <b>202,451.6</b>        | <b>6%</b>           |
| <b>6. Mobile Emissions Planning</b>                               |  |                   |                         |                     |
| Air Quality Conformity  | 937,930.14   | 65,795.24         | 65,795.24               | 7%                  |
| Mobile Emissions Analysis   | 1,101,241.77   | 58,516.17         | 58,516.17               | 5%                  |
| <b>Subtotal</b>   | <b>2,039,171.91</b>                                  | <b>124,311.41</b> | <b>124,311.41</b>       | <b>6%</b>           |
| <b>7. Travel Monitoring and Data Programs</b>                     |  |                   |                         |                     |
| Regional Travel Survey  | 326,936.32   | 22,390.13         | 22,390.13               | 7%                  |
| Traffic Analysis & Research                                       | 841,214.05   | 19,872.52         | 19,872.52               | 2%                  |
| Regional Transportation Data Clearinghouse                        | 324,078.11   | 26,835.72         | 26,835.72               | 8%                  |
| GIS Analysis  | 648,770.77   | 92,605.07         | 92,605.07               | 14%                 |
| <b>Subtotal</b>   | <b>2,140,999.25</b>                                  | <b>161,703.44</b> | <b>161,703.44</b>       | <b>8%</b>           |
| <b>8. Planning Scenarios and Socioeconomic Forecasting</b>        |  |                   |                         |                     |
| Socioeconomic Forecasting   | 1,190,180.11   | 77,950.92         | 77,950.92               | 7%                  |
| <b>Subtotal</b>   | <b>1,190,180.11</b>                                  | <b>77,950.92</b>  | <b>77,950.92</b>        | <b>7%</b>           |
| <b>9. Mobility and Enhancement Programs</b>                       |  |                   |                         |                     |
| Transportation and Land Use Connections Program                   | 412,200.72   | 11,883.24         | 11,883.24               | 3%                  |
| Enhanced Mobility Grant Program                                   | 98,545.26  | 7,722.57          | 7,722.57                | 8%                  |
| Transportation Alternatives Set-Aside Programs                    | 38,158.07  | 2,531.73          | 2,531.73                | 7%                  |
| Other Tasks to be defined 9.5                                     | 439,766.10   | 0                 | 0                       | 0%                  |
| <b>Subtotal</b>   | <b>988,670.15</b>                                    | <b>22,137.54</b>  | <b>22,137.54</b>        | <b>2%</b>           |
| <b>10. TPB Support and Management</b>                             |  |                   |                         |                     |
| TPB Support and Management  | 963,378.33   | 61,264.76         | 61,264.76               | 6%                  |
| <b>Subtotal</b>   | <b>963,378.33</b>                                    | <b>61,264.76</b>  | <b>61,264.76</b>        | <b>6%</b>           |
| <b>Core Program</b>   | <b>15,946,114.23</b>                                 | <b>994,163.29</b> | <b>994,163.29</b>       | <b>6%</b>           |
| <b>A. District of Columbia Technical Assistance</b>               |  |                   |                         |                     |
| Program Development & Misc.                                       | 274,755.81   | 362.42            | 362.42                  | 0%                  |
| <b>B. Maryland Technical Assistance</b>                           |  |                   |                         |                     |
| Program Development & Misc.                                       | 483,303.48   | 315.12            | 315.12                  | 0%                  |
| <b>C. Virginia Technical Assistance</b>                           |  |                   |                         |                     |
| Program Development & Misc.                                       | 436,679.71   | 1,984.26          | 1,984.26                | 0%                  |
| <b>D. Public Transportation Technical Assistance</b>              |  |                   |                         |                     |
| Program Development & Misc.                                       | 382,237.46   | 1,575.56          | 1,575.56                | 0%                  |
| <b>Technical Assistance</b>                                       | <b>1,576,976.46</b>                                  | <b>4,237.36</b>   | <b>4,237.36</b>         | <b>0%</b>           |
| <b>TPB Grand Total</b>  | <b>17,523,090.69</b>                                 | <b>998,400.65</b> | <b>998,400.65</b>       | <b>6%</b>           |



FY 2022 TRANSPORTATION PLANNING BOARD  
 FINANCIAL STATUS OF TECHNICAL ASSISTANCE  
 July 2021  
 SUPPLEMENT 1

|  | TOTAL<br>AUTHORIZED<br>BUDGET | TOTAL<br>EXPEDITURES | FTA/STA/LOCAL<br>AUTORIZED<br>BUDGET | FTA<br>EXPENDITURES | PL FUNDS/LOCAL<br>AUTORIZED<br>BUDGET | FHWA<br>EXPENDITURES |
|--|-------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------------|----------------------|
| <b>A. District of Columbia Technical Assistance</b>  |                               |                      |                                      |                     |                                       |                      |
| DC Technical Assistance                              | 7,460.00                      | 0.00                 | 53.07                                | 0.00                | 7,406.93                              | 0.00                 |
| Program Development & Misc                           | 10,999.68                     | 362.42               | 78.25                                | 2.58                | 10,921.43                             | 359.84               |
| TBD  | 196,296.13                    | 0.00                 | 1,396.40                             | 0.00                | 194,899.73                            | 0.00                 |
| TIGER GRANT PERF MON ADDE                            | 30,000.00                     | 0.00                 | 213.41                               | 0.00                | 29,786.59                             | 0.00                 |
| Traffic Counts & HPMS Sup                            | 30,000.00                     | 0.00                 | 213.41                               | 0.00                | 29,786.59                             | 0.00                 |
| <b>Subtotal</b>                                      | <b>274,755.81</b>             | <b>362.42</b>        | <b>1,954.54</b>                      | <b>2.58</b>         | <b>272,801.27</b>                     | <b>359.84</b>        |
| <b>B. Maryland Technical Assistance</b>              |                               |                      |                                      |                     |                                       |                      |
| Feasibility/Special Studies                          | 14,921.00                     | 0.00                 | 106.14                               | 0.00                | 14,814.86                             | 0.00                 |
| Program Development & Misc                           | 15,000.22                     | 315.12               | 106.71                               | 2.24                | 14,893.51                             | 312.88               |
| Planning Studies                                     | 35,000.00                     | 0.00                 | 248.98                               | 0.00                | 34,751.02                             | 0.00                 |
| Transportation/Land Use Connection Program           | 133,384.26                    | 0.00                 | 948.86                               | 0.00                | 132,435.40                            | 0.00                 |
| Training, Misc and Tech Support                      | 260,000.00                    | 0.00                 | 1,849.57                             | 0.00                | 258,150.43                            | 0.00                 |
| Transportation Performance Measures                  | 24,998.00                     | 0.00                 | 177.83                               | 0.00                | 24,820.17                             | 0.00                 |
| <b>Subtotal</b>                                      | <b>483,303.48</b>             | <b>315.12</b>        | <b>3,438.09</b>                      | <b>2.24</b>         | <b>479,865.39</b>                     | <b>312.88</b>        |
| <b>C. Virginia Technical Assistance</b>              |                               |                      |                                      |                     |                                       |                      |
| Big Data Study-VA                                    | 6,359.64                      | 0.00                 | 45.24                                | 0.00                | 6,314.40                              | 0.00                 |
| Program Development & Misc                           | 10,000.15                     | 441.18               | 71.14                                | 3.14                | 9,929.01                              | 438.04               |
| Sub-regional Planning Studies                        | 14,921.00                     | 0.00                 | 106.14                               | 0.00                | 14,814.86                             | 0.00                 |
| TBD  | 35,000.00                     | 0.00                 | 248.98                               | 0.00                | 34,751.02                             | 0.00                 |
| Transportation/Land Use Connection Program           | 80,320.00                     | 0.00                 | 571.37                               | 0.00                | 79,748.63                             | 0.00                 |
| Travel Demand Modeling                               | 85,079.43                     | 0.00                 | 605.23                               | 0.00                | 84,474.20                             | 0.00                 |
| Travel Monitoring                                    | 204,999.49                    | 1,543.08             | 1,458.31                             | 10.98               | 203,541.18                            | 1,532.10             |
| <b>Subtotal</b>                                      | <b>436,679.71</b>             | <b>1,984.26</b>      | <b>3,106.42</b>                      | <b>14.12</b>        | <b>433,573.29</b>                     | <b>1,970.14</b>      |
| <b>D. Public Transportation Technical Assistance</b> |                               |                      |                                      |                     |                                       |                      |
| Big Data Study-WMATA                                 | 70,607.39                     | 0.00                 | 70,607.39                            | 0.00                | 0.00                                  | 0.00                 |
| Program Development & Misc                           | 5,000.07                      | 1,575.56             | 5,000.07                             | 1,575.56            | 0.00                                  | 0.00                 |
| TBD  | 250,000.00                    | 0.00                 | 250,000.00                           | 0.00                | 0.00                                  | 0.00                 |
| WMATA TIGER GRANT PERF MO                            | 56,630.00                     | 0.00                 | 56,630.00                            | 0.00                | 0.00                                  | 0.00                 |
| <b>Subtotal</b>                                      | <b>382,237.46</b>             | <b>1,575.56</b>      | <b>382,237.46</b>                    | <b>1,575.56</b>     | <b>0.00</b>                           | <b>0.00</b>          |
| <b>Grand Total</b>                                   | <b>1,576,976.46</b>           | <b>4,237.36</b>      | <b>390,736.51</b>                    | <b>1,594.50</b>     | <b>1,186,239.95</b>                   | <b>2,642.86</b>      |

**FY 2022 TRANSPORTATION PLANNING BOARD  
COG/TPB BUDGET EXPENDITURE SUMMARY**

August 2021

|   | DC, MD and VA<br>FTA, FHWA and LOCAL<br>BUDGET TOTAL | FUNDS<br>EXPENDED   | BILLED<br>THIS<br>MONTH | % FUNDS<br>EXPENDED |
|---|--|---------------------|-------------------------|---------------------|
| <b>1. Long-Range Transportation Planning</b>                      |  |                     |                         |                     |
| Long - Range Transportation Planning                              | 1,095,435.13   | 141,477.27          | 62,222.99               | 13%                 |
| <b>Subtotal</b>   | <b>1,095,435.13</b>                                  | <b>141,477.27</b>   | <b>62,222.99</b>        | <b>13%</b>          |
| <b>2. Transportation Improvement Program</b>                      |  |                     |                         |                     |
| Transportation Improvement Program                                | 266,963.20   | 32,158.1            | 14,475.98               | 12%                 |
| TIP Database Support  | 200,000.00   | 26,604              | 13,753                  | 13%                 |
| <b>Subtotal</b>   | <b>466,963.20</b>                                    | <b>58,762.1</b>     | <b>28,228.98</b>        | <b>13%</b>          |
| <b>3. Planning Elements</b>                                       |  |                     |                         |                     |
| Congestion Management Process                                     | 434,253.21   | 54,920.38           | 26,589.05               | 13%                 |
| Systems Performance, Ops & Tech Planning                          | 632,941.76   | 64,291.82           | 27,005.19               | 10%                 |
| Transportation Emergency Preparedness Planning                    | 128,257.20   | 7,957.34            | 4,476.31                | 6%                  |
| Transportation Safety Planning                                    | 311,703.59   | 38,089.6            | 16,434.35               | 12%                 |
| Bicycle & Pedestrian Planning                                     | 168,032.40   | 21,846.01           | 10,007.87               | 13%                 |
| Regional Public Transportation Planning                           | 391,160.06   | 33,833.44           | 16,517.18               | 9%                  |
| Freight Planning  | 318,664.86   | 34,322.7            | 14,574.28               | 11%                 |
| Metropolitan Area Transportation Operation Coord Program Planning | 170,787.19   | 21,341.08           | 10,354.53               | 12%                 |
| Performance-Based Planning & Programming                          | 212,468.43   | 42,230.29           | 18,077.28               | 20%                 |
| <b>Subtotal</b>   | <b>2,768,268.70</b>                                  | <b>318,832.66</b>   | <b>144,036.04</b>       | <b>12%</b>          |
| <b>4. Public Participation</b>                                    |  |                     |                         |                     |
| Public Participation  | 994,710.64   | 99,205.8            | 39,446.2                | 10%                 |
| <b>Subtotal</b>   | <b>994,710.64</b>                                    | <b>99,205.8</b>     | <b>39,446.2</b>         | <b>10%</b>          |
| <b>5. Travel Forecasting</b>                                      |  |                     |                         |                     |
| Software Support  | 226,785.46   | 18,433.48           | 8,407.91                | 8%                  |
| Network Development   | 1,012,945.63   | 146,395.58          | 71,916.64               | 14%                 |
| Model Development   | 2,058,605.72   | 209,373.66          | 91,426.57               | 10%                 |
| <b>Subtotal</b>   | <b>3,298,336.81</b>                                  | <b>374,202.72</b>   | <b>171,751.12</b>       | <b>11%</b>          |
| <b>6. Mobile Emissions Planning</b>                               |  |                     |                         |                     |
| Air Quality Conformity  | 937,930.14   | 119,923.76          | 54,128.52               | 13%                 |
| Mobile Emissions Analysis   | 1,101,241.77   | 115,410.15          | 56,893.98               | 10%                 |
| <b>Subtotal</b>   | <b>2,039,171.91</b>                                  | <b>235,333.91</b>   | <b>111,022.5</b>        | <b>12%</b>          |
| <b>7. Travel Monitoring and Data Programs</b>                     |  |                     |                         |                     |
| Regional Travel Survey  | 326,936.32   | 44,173.3            | 21,783.17               | 14%                 |
| Traffic Analysis & Research                                       | 841,214.05   | 31,742.22           | 11,869.7                | 4%                  |
| Regional Transportation Data Clearinghouse                        | 324,078.11   | 33,437.09           | 6,601.37                | 10%                 |
| GIS Analysis  | 648,770.77   | 123,561.69          | 30,956.62               | 19%                 |
| <b>Subtotal</b>   | <b>2,140,999.25</b>                                  | <b>232,914.3</b>    | <b>71,210.86</b>        | <b>11%</b>          |
| <b>8. Planning Scenarios and Socioeconomic Forecasting</b>        |  |                     |                         |                     |
| Socioeconomic Forecasting   | 1,190,180.11   | 147,216.96          | 69,266.04               | 12%                 |
| <b>Subtotal</b>   | <b>1,190,180.11</b>                                  | <b>147,216.96</b>   | <b>69,266.04</b>        | <b>12%</b>          |
| <b>9. Mobility and Enhancement Programs</b>                       |  |                     |                         |                     |
| Transportation and Land Use Connections Program                   | 412,200.72   | 20,842.06           | 8,958.82                | 5%                  |
| Enhanced Mobility Grant Program                                   | 98,545.26  | 15,176.4            | 7,453.83                | 15%                 |
| Transportation Alternatives Set-Aside Programs                    | 38,158.07  | 4,759.77            | 2,228.04                | 12%                 |
| Reg Roadway Safety PgmAM  | 439,766.10   | 3,407.04            | 3,407.04                | 1%                  |
| <b>Subtotal</b>   | <b>988,670.15</b>                                    | <b>44,185.27</b>    | <b>22,047.73</b>        | <b>4%</b>           |
| <b>10. TPB Support and Management</b>                             |  |                     |                         |                     |
| TPB Support and Management  | 963,378.33   | 102,368.56          | 41,103.8                | 11%                 |
| <b>Subtotal</b>   | <b>963,378.33</b>                                    | <b>102,368.56</b>   | <b>41,103.8</b>         | <b>11%</b>          |
| <b>Core Program</b>   | <b>15,946,114.23</b>                                 | <b>1,754,499.55</b> | <b>760,336.26</b>       | <b>11%</b>          |
| <b>A. District of Columbia Technical Assistance</b>               |  |                     |                         |                     |
| Program Development & Misc.                                       | 274,755.81   | 5,317               | 4,954.58                | 2%                  |
| <b>B. Maryland Technical Assistance</b>                           |  |                     |                         |                     |
| Program Development & Misc.                                       | 483,303.48   | 9,215.92            | 8,900.8                 | 2%                  |
| <b>C. Virginia Technical Assistance</b>                           |  |                     |                         |                     |
| Program Development & Misc.                                       | 436,679.71   | 11,357.83           | 9,373.57                | 3%                  |
| <b>D. Public Transportation Technical Assistance</b>              |  |                     |                         |                     |
| Program Development & Misc.                                       | 382,237.46   | 3,340.19            | 1,764.63                | 1%                  |
| <b>Technical Assistance</b>                                       | <b>1,576,976.46</b>                                  | <b>29,230.94</b>    | <b>24,993.58</b>        | <b>2%</b>           |
| <b>TPB Grand Total</b>  | <b>17,523,090.69</b>                                 | <b>1,783,730.49</b> | <b>785,329.84</b>       | <b>10%</b>          |

**FY 2022 TRANSPORTATION PLANNING BOARD  
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

August 2021  
SUPPLEMENT 1

|  | TOTAL<br>AUTHORIZED<br>BUDGET | TOTAL<br>EXPEDITURES | FTA/STA/LOCAL<br>AUTHORIZED<br>BUDGET | FTA<br>EXPENDITURES | PL FUNDS/LOCAL<br>AUTHORIZED<br>BUDGET | FHWA<br>EXPENDITURES |
|--|-------------------------------|----------------------|---------------------------------------|---------------------|--|----------------------|
| <b>A. District of Columbia Technical Assistance</b>  |                               |                      |                                       |                     |  |                      |
| Climate Chg Mit Study -DC                            | 7,460.00                      | 4,450.40             | 53.07                                 | 31.66               | 7,406.93                               | 4,418.74             |
| Program Development & Misc                           | 10,999.68                     | 866.60               | 78.25                                 | 6.16                | 10,921.43                              | 860.44               |
| Regional Safety PGM-DC                               | 30,000.00                     | 0.00                 | 213.41                                | 0.00                | 29,786.59                              | 0.00                 |
| TBD  | 196,296.13                    | 0.00                 | 1,396.40                              | 0.00                | 194,899.73                             | 0.00                 |
| Transportation/Land Use Connection Pro               | 30,000.00                     | 0.00                 | 213.41                                | 0.00                | 29,786.59                              | 0.00                 |
| <b>Subtotal</b>                                      | <b>274,755.81</b>             | <b>5,317.00</b>      | <b>1,954.54</b>                       | <b>37.82</b>        | <b>272,801.27</b>                      | <b>5,279.18</b>      |
| <b>B. Maryland Technical Assistance</b>              |                               |                      |                                       |                     |  |                      |
| Climate Chg Mit Study -MD                            | 14,921.00                     | 8,900.80             | 106.14                                | 63.32               | 14,814.86                              | 8,837.48             |
| Feasibility/Special Studies                          | 24,998.00                     | 0.00                 | 177.83                                | 0.00                | 24,820.17                              | 0.00                 |
| Program Development & Misc                           | 15,000.22                     | 315.12               | 106.71                                | 2.24                | 14,893.51                              | 312.88               |
| Regional Safety PGM-MD                               | 35,000.00                     | 0.00                 | 248.98                                | 0.00                | 34,751.02                              | 0.00                 |
| TBD  | 133,384.26                    | 0.00                 | 948.86                                | 0.00                | 132,435.40                             | 0.00                 |
| Transportation/Land Use Connection Pro               | 260,000.00                    | 0.00                 | 1,849.57                              | 0.00                | 258,150.43                             | 0.00                 |
| <b>Subtotal</b>                                      | <b>483,303.48</b>             | <b>9,215.92</b>      | <b>3,438.09</b>                       | <b>65.56</b>        | <b>479,865.39</b>                      | <b>9,150.36</b>      |
| <b>C. Virginia Technical Assistance</b>              |                               |                      |                                       |                     |  |                      |
| Climate Chg Mit Study-VA                             | 14,921.00                     | 8,900.80             | 106.14                                | 63.32               | 14,814.86                              | 8,837.48             |
| Program Development & Misc                           | 10,000.15                     | 441.18               | 71.14                                 | 3.14                | 9,929.01                               | 438.04               |
| Regional Safety PGM-VA                               | 35,000.00                     | 0.00                 | 248.98                                | 0.00                | 34,751.02                              | 0.00                 |
| TBD  | 6,359.64                      | 0.00                 | 45.24                                 | 0.00                | 6,314.40                               | 0.00                 |
| Transportation/Land Use Connection Pro               | 80,320.00                     | 0.00                 | 571.37                                | 0.00                | 79,748.63                              | 0.00                 |
| Travel Demand Modeling                               | 85,079.43                     | 0.00                 | 605.23                                | 0.00                | 84,474.20                              | 0.00                 |
| Travel Monitoring                                    | 204,999.49                    | 2,015.85             | 1,458.31                              | 14.34               | 203,541.18                             | 2,001.51             |
| <b>Subtotal</b>                                      | <b>436,679.71</b>             | <b>11,357.83</b>     | <b>3,106.42</b>                       | <b>80.80</b>        | <b>433,573.29</b>                      | <b>11,277.03</b>     |
| <b>D. Public Transportation Technical Assistance</b> |                               |                      |                                       |                     |  |                      |
| Program Development & Misc                           | 5,000.07                      | 3,340.19             | 5,000.07                              | 3,340.19            | 0.00                                   | 0.00                 |
| Regional HCT Graphic/Map                             | 56,630.00                     | 0.00                 | 56,630.00                             | 0.00                | 0.00                                   | 0.00                 |
| TBD  | 70,607.39                     | 0.00                 | 70,607.39                             | 0.00                | 0.00                                   | 0.00                 |
| Transit Within Reach Soli                            | 250,000.00                    | 0.00                 | 250,000.00                            | 0.00                | 0.00                                   | 0.00                 |
| <b>Subtotal</b>                                      | <b>382,237.46</b>             | <b>3,340.19</b>      | <b>382,237.46</b>                     | <b>3,340.19</b>     | <b>0.00</b>                            | <b>0.00</b>          |
| <b>Grand Total</b>                                   | <b>1,576,976.46</b>           | <b>29,230.94</b>     | <b>390,736.51</b>                     | <b>3,524.37</b>     | <b>1,186,239.95</b>                    | <b>25,706.57</b>     |