FY 2023

National Capital Region
Transportation Planning Board

Work Program Progress Report
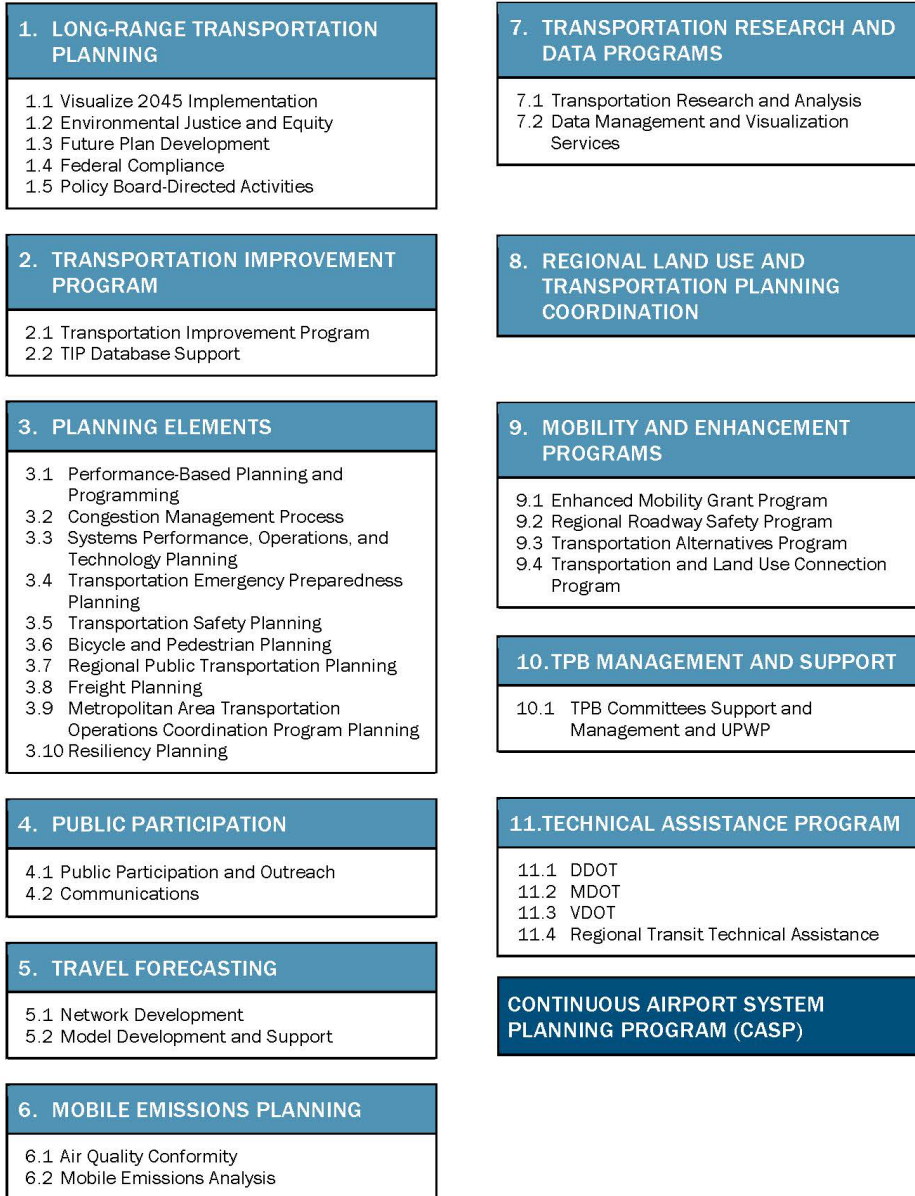**July 2022**

FY 2023

The TPB approved its FY 2023 Unified Planning Work Program (UPWP) in March 2022. The TPB Work Program Progress Report provides a brief summary of each activity for the month of April. In addition, this report concludes with status updates reflecting timelines for all ongoing program plans and projects. Please reference the 2023 UPWP for details concerning the approved budget, and work description for each task. The following graphics identifies all the activities in the UPWP.

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Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	$1,122,781	$46,639	4%	35

1. LONG-RANGE TRANSPORTATION PLANNING

Task 1.1 – Visualize 2045 Implementation

Staff finalized the plan's Executive Summary, and then coordinated to have professionally printed the plan, its summary, a series of infographics and the updated Aspirational Initiatives booklet. As staff look to the next plan update staff discussed ways to integrate implementation support for the TPB's endorsed strategies.

Staff updated the Visaulize2045.org website as needed to maintain the current site.

Task 1.2 – Environmental Justice and Equity

Staff presented to the TPB and its Technical Committee on the update of the TPB Equity Emphasis Areas used to support the EJ analysis of the plan, using 2016-2020 ACS data. Staff initiated the Environmental Justice analysis using the updated EEAs.

Staff attended USDOT webinars on federal equity programs and planning priorities.

Task 1.3 – Future Plan Development

TPB staff coordinated to plan for the public participation evaluation to be conducted in fall 2022.

In coordination with other TPB staff, the LRTP team continued working with a consultant team to conduct a 4-part online seminar series on resiliency planning for the TPB region. The 4th and final webinar were presented mid-July. Staff worked with the consultant team to develop a resiliency webinar series summary.

Staff continued internal conversations about potential online performance dashboards and collected examples of dashboards and performance reporting visualizations from about 20 agencies in the US and abroad.

Staff continued developing a work program and staffing plan for FY 2023. In accordance with the July 2021 board resolution R19-2021, staff developed scope of work options for preparing a for a 2024 update of Visualize 2045.

Staff led activities to hire for three open planner positions that would support numerous planning and public participation activities. Staff conducted and delivered reviews.

1.4 – Federal Compliance

No work occurred at this time.

1.5 – Policy Board-Directed Activities

Staff completed the activities associated with TPB Resolution R10-2019 which directed staff to conduct activities related to the implementation of three of the aspirational initiatives. There are no board-directed activities under this task at this time.

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 principle, through TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	$428,465	$15,064	4%	37

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1– Transportation Improvement Program (TIP)

Staff finalized the documentation of the FY 2023-2026 TIP that was approved in June. Staff developed a schedule for processing amendments and administrative modifications to the new TIP through its expected shelf life. Staff also worked with implementing agencies to develop strategies for amending the TIP in September once the air quality conformity analysis of the TIP and the Plan had received federal approval.

2.2–TIP Database Support

Contractor EcoInteractive, continued to provide their Software as a Solution platform, customized and branded as the TPB's Project InfoTrak database application, as well as ongoing bug fixes and help desk support for staff and member agency users.

Work performed under regular maintenance hours in July included: adding more existing fields to the list of additional columns that users can add to customize queries.

Under an expanded contract for professional services, EcoInteractive developed and refined customizations of the software platform, and performed other specialized tasks, including adding the Conformity ID and Conformity Code fields to the searchable interface, removing listings of TIP Actions (amendments and modifications) from previous TIP cycles on project amendment overview reports, and hiding the future and prior funding columns which are not used for projects whose Current Implementation Status was set to "Ongoing Program" .

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	$3,064,122	$124,803	4%	39

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff worked on collecting and analyzing data for the Highway Asset and Highway Travel Reliability performance measures, coordinating with state DOTs.

3.2 Congestion Management Process

The biennial 2022 Congestion Management Process (CMP) Technical Report was accepted as final by the TPB Technical Committee at the committee's July 8, 2022 meeting, and the report published on the TPB website.

Staff continued CMP data compilation and analysis for upcoming Quarterly Reports.

3.3 Systems Performance, Operations, and Technology Planning

Staff began analyzing results of a questionnaire distributed to Systems Performance, Operations, and Technology Subcommittee member agency participants in late FY 2022, on transportation operations technology being deployed by member agencies, to help plan for future subcommittee discussions and activities.

3.4 Transportation Emergency Preparedness Planning

Preparations began for the August 2022 meeting of the Transportation Emergency Preparedness Committee (R-ESF 1).

3.5 Transportation Safety Planning

Staff, in consultation with the Subcommittee Chair, developed the agenda and secured speakers in preparation for the regularly scheduled August 9, 2022 meeting of the Freight Subcommittee.

Staff held planning sessions on July 12 and 26 with the Transportation Safety Subcommittee Chair to identify topics and speakers for future Safety Subcommittee meetings.

3.6 Bicycle and Pedestrian Planning

The July 19 Bicycle and Pedestrian Subcommittee meeting was organized and held.   Staff briefed the Subcommittee on some of the funding and grant opportunities for bicycle and pedestrian projects available through the IIJA, as well as highlights of the June 23 Dockless Micromobility Workshop, and the TPB's Car-Free Day Proclamation.

The Subcommittee was also briefed on Montgomery County's Predictive Safety Analysis tool, and on pedestrian and bicycle safety outreach activities in Prince George's County.

Staff attended the regional trail count quarterly meeting on July 12, as well as the quarterly meeting of the Maryland Pedestrian-Bicycle Emphasis Area Team on July 21.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee did not meet in July.

TPB staff prepared letters of endorsement for federal grant applications by member jurisdictions. Staff distributed the 2022 Bus Equity update and 2021 State of Public Transportation report for comment by members. The 2022 Bus Equity update was briefed to the July Technical Committee meeting.

3.8. Freight Planning

Staff, in coordination with the Subcommittee Chair, organized and conducted the regularly scheduled July 14, 2022 meeting of the TPB Freight Subcommittee. The agenda included briefings from the District Department of Transportation, Virginia Department of Motor Vehicles, and Maryland Department of Transportation on their respective weigh-in-motion programs.

Staff held planning sessions on July 13 and 27 with the TPB Freight Subcommittee Chair to identify topics and speakers for future Freight Subcommittee meetings.

For the National Capital Region Freight Plan Update (the Plan), Staff worked with the consultant team to compile regional freight-related planning documents and studies.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

The regularly scheduled July 15, 2022 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, and MATOC FY 2023 kickoff activities.

3.10 Resiliency Planning

Staff conducted discussion with the ICF consultant team resilient experts to generate ideas about the FY2023 Phase 2 Resiliency Study. Staff discussed the requirements of the new resiliency planner position developed to support UPWP Task 3.10, developed and posted a job listing.

Staff began to examine existing TPB and COG data that could support a resiliency map.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	$913,277	$40,957	4%	45

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

The TPB Community Advisory Committee (CAC) met on July 14 for a special joint meeting with the TPB officers that was designed to strengthen the relationship between the committee and the TPB. The session featured short presentations from the three TPB officers (from DC, Maryland, and Virginia) After a full group discussion, the session broke into three groups, giving all participants – CAC and TPB members alike -- the chance to discuss regional transportation issues that pertain to their own states.

Staff continued preparing for an evaluation of public involvement activities, which will be conducted by a consultant in the fall. This evaluation will timely because it will follow up on two years of outreach for the plan update and it will precede the federal certification review of the TPB's planning process, which is expected in early 2023.

4.2 Communications

The following story was featured in TPB News and in COG news releases:

- **TPB approves local Maryland trail project for $5.1M in federal funding**
  Jul 20, 202

Staff updated pages on the COG website related to transportation. Staff shared information about TPB activities via social media.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	$3,364,640	$177,036	5%	47

5.1 TRAVEL FORECASTING

5.1 Network Development

Network development staff coordinated with other planning staff to update the Project InfoTrak (PIT) database to insure consistency between project information in the PIT and project information in the network geodatabase.

Staff continued with network review and clean-up in the network geodatabase.

Staff worked on development of historic transit fare documentation to assist with production of travel model inputs for historic travel demand modeling, such as would be needed when updating mobile emissions inventories for new motor vehicle emissions budgets in existing State Implementation Plans (SIPs).

Staff developed a new Station Management module in COGTools that enables users to update the station table in the network database through the graphical user interface (GUI). Staff tested the beta version internally and provided feedback in writing on July 18. Staff improved the module based on feedback. Staff documented this developmental work in a draft memorandum dated June 3, which was revised after an internal review on July 27. The memo is still undergoing internal review.

Staff implemented a fix to an issue related to the maximum 144-column limit in the transit line files. Staff exported year 2011 network files from the updated network database on July 26 for Quality Assurance/Quality Control (QA/QC). The QA/QC modeling test is currently on hold due to other work priorities.

Staff started to update the drop-down menu for transit agencies in COGTools, which will enable the user to add new transit agencies during the transit editing session. This work is expected to be done in August.

Staff troubleshot and fixed an issue associated with the COGTools Transit Export Function.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months. Staff attended, ran, and presented at the July 22 TFS meeting, which covered the following topics:

- Recent Updates to the Maryland Statewide Travel Model (MSTM)
- Using Data from the COG/TPB Regional Travel Demand Forecasting Model: Staff Recommendations for Consultants and Others Who Request Model Outputs
- COG/TPB Gen3 Travel Model: Status Report

Updating of the COG model development strategic plan, last updated in 2015, is currently on hold due to other work priorities.

Generation 2/Ver. 2.3 and Ver. 2.4 Travel Model

Following the TPB approval of the 2022 Update of the LRTP, and the associated air quality conformity analysis of that plan, the Gen2/Ver. 2.4 Travel Model became the adopted, production-use travel model. Consequently, staff updated related modeling webpages on the COG website.

Staff developed the text for the webpages and made the updates through the American Eagle iDev tool. COG communication managers approved the last batch of updates on July 8.

Staff completed the testing of the TRANSIMS ModeChoice software (Ver. 7.5.7) in the Ver. 2.4 Model and recommended its use in the next release of Ver. 2.4 Model in place of the outdated AEMS software. Documenting the testing results is on hold due to other work priorities.

Generation 2/Ver. 2.4_Public Transport (PT) Travel Model

No activity.

Generation 3 Travel Model

Regarding the consultant-assisted project to develop the TPB's next-generation travel demand forecasting model, known as the Gen3 Model, which will be an activity-based travel model (ABM) implemented in ActivitySim software:

- COG held two check-in meetings with RSG and BMG, the consultants on the Gen3 Model development project (July 7 and 21).
- Staff continued to work on the Gen3, Phase 1, Model received from RSG on January 8. Specifically,
    - Staff created an R script that summarizes disaggregate modeling data for a subset of population. Per request, staff also shared the script and output with the consultants. RSG provided feedback and confirmed the results on July 20.
    - Per suggestion from RSG on July 20, staff started to develop a set of toll-related skim plots in ArcGIS to investigate an issue where the Gen3, Phase 1, Model seemed to be insensitive to changes in tolls. Staff created a Cube script to extract the related highway skims from the model output files.
- As the Gen3 Model, Phase 2, development started in March, staff continued to work with RSG on the development of the Phase 2 Model in April and beyond. Specifically,
    - RSG completed the deployment of auxiliary travel models in the Phase 2 Model and was in the process of documenting this work in a memo.
    - COG staff are tasked with estimating four component models between April and July.
        - COG staff sent RSG the preliminary results for the auto ownership model on July 25. RSG provided response on July 28. COG staff will rerun the estimation based on the feedback.
        - COG staff shared the preliminary results for the Mandatory Tour Frequency Model with RSG on July 29.
        - COG staff were also working on estimating the Coordinated Daily Activity Pattern (CDAP) Model and Non-mandatory Tour Frequency Model.
    - After implementing the PT multipathing algorithm in the Gen3 Model, staff discovered an issue with the transit paths ("hyper-paths") developed in the current implementation. Staff reached out to Bentley and RSG, both of whom confirmed that the hyper-path issue is common in path-building algorithms and that there is currently no perfect solution. Based on suggestions from the consultants, staff proposed and implemented a workaround to address this issue. Staff also conducted a test model run using the proposed workaround. Staff are in the process of examining the testing results.

o   Staff also found a potential issue with assigning the external commuter rail trip table prepared by BMG in the Gen3 Model. Staff proposed alternative solutions and reached out to BMG and RSG for their inputs on July 12.

Software support

Working with COG's Office of Information Technology (IT), 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 estimation of mobile emissions. 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 storage space was available for upcoming activities. Finally, staff have continued to meet and work with IT staff to discuss moving more workstations and servers to the cloud.

Other activities

Staff serviced six data requests in July: Five were for the Version 2.4 Travel Model (2022 Update to Visualize 2045) from consultants working for MDOT MTA and MDOT SHA on different projects including a MARC Commuter Rail project, an Arena Drive study, and growth rate development throughout the region. The requested data will support Montgomery County, Maryland SHA, the Maryland-National Capital Park and Planning Commission (M-NCPPC), and other local entities and support the update of the US 15/US40 Frederick Freeway forecasts. Other requested data in July included a shapefile representing zonal boundaries for the 3,722-TAZ area system; motorized person trip tables; vehicular TAZ-level origin/destination (O-D) trip interchange data; load-links highway networks for the years 2017, 2021, 2023, 2025, 2030, 2040 and 2045 from the Version 2.4 Travel Model (2022 Update to Visualize 2045).

DTP staff met with COG's new cloud engineer, Daniel Gobeze, and worked with him to set up two instances of cloud servers for modeling tests in July. Staff updated the memo, now dated July 26, that documents the computer specifications of the travel model servers.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays. Staff attended the ActivitySim Monthly Partners-Only Check-In meeting on July 21. COG is one of 10 agencies that are part of the consortium.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	$2,265,567	$128,971	6%	51

6. MOBILE EMISSIONS PLANNING

6.1 Air Quality Conformity

Upon the TPB approval of the air quality conformity analysis of the 2022 Update to Visualize 2045, staff continued to work on preparing additional documentation of findings and results. Namely, staff began to conduct the environmental justice analysis to assess the plan impacts on overburdened and underserved populations using updated definitions of the Equity Emphasis Areas (EEAs).

Staff continued to attend coordination meetings related to scheduling tasks for the "interim" 2024 update of the region's Long-Range Transportation Plan, (LRTP), including the air quality conformity analysis, system performance, and environmental justice analysis. This also included production of air quality conformity timelines to synchronize with development schedules for Maintenance or Attainment State Implementation Plans (SIPs) and new Motor Vehicle Emissions Budgets (MVEBs).

Staff prepared a presentation and briefed the Travel Forecasting Subcommittee on staff recommendations regarding usage of data from the COG/TPB regional travel demand model associated with the air quality conformity model runs (item #3). This briefing was given to address some of the recent trends observed by the TPB staff (e.g., those requesting the data were not conducting additional model validation specific to the project).

6.2 Mobile Emissions Analysis

Staff from COG's Department of Environmental Programs (DEP) and COG's Department of Transportation Planning (TPB staff) continued to coordinate with state air agencies on plans related to development of the Attainment State Implementation Plan (SIP) and Maintenance Plan / Redesignation Request to address requirements of the 2015 Ozone National Ambient Air Quality Standards (NAAQS). At the Metropolitan Washington Air Quality Committee – Technical Advisory Committee (MWAQC-TAC) meeting, DEP staff provided a summary of the ozone season (item #2) and discussed contingency measures (item #4).

DEP and TPB staff coordinated regarding acquisition of MOVES3.0.3 inputs from state air agencies for use in an Attainment SIP for the 2015 Ozone NAAQS. DEP staff received the data from the three state air agencies and began conducting quality control reviews of the data.

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 in the region. Specifically, TPB staff briefed the Climate, Energy and Environment Policy Committee (CEEPC) on the TPB Climate Goals and Strategies (item #4) adopted by the board in June 2022 and the TPB Climate Resiliency Initiative (item #5).

TPB staff continued to follow regulatory developments related to air quality and climate change planning. Specifically, staff began to assess the potential impacts of the recently released Notice of Proposed Rulemaking (NPRM) for the Performance-Based Planning and Programming (PBPP) Greenhouse Gas (GHG) performance measure and target-setting.

In support of the 2023 COG Retreat, held in July in Cambridge, Maryland, staff prepared electric vehicle summaries and provided them to senior COG leadership for topics related to climate change mitigation and vehicle electrification.

As the current version of MOVES (MOVES2014b) cannot be used for air quality conformity analyses starting with January 2023, TPB staff continued to conduct MOVES model tests using the most recent model version (MOVES3) and evaluate the impacts of the new software on both criteria pollutants and GHGs.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION RESEARCH AND DATA PROGRAMS	$2,609,576	$146,598	6%	53

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

7.1 Transportation Research and Analysis

- Smartphone Panel Survey Evaluation - staff updated and shared a memo evaluating the effectiveness of the smartphone survey methodology with the consultant who conducted the SPS. Staff requested comments and feedback from RSG.
- COVID-19 Literature Review – staff revised a memo summarizing the key findings of transportation surveys measuring the impacts to travel behavior from COVID-19 that inform regional transportation planning. Staff also updated the release plan for the project. In preparation for a brown bag session on the project, staff prepared a slide deck and invitation.
- Surveys State of the Practice Project - Staff began a project to identify and evaluate recommendations for future household travel survey. As a first step, staff developed a memo with recommendations for post-pandemic travel surveys. Staff also set up a discussion with the Program Manager of Data Solutions & Research at Puget Sound Regional Commission to discuss latest methods in travel surveys. Staff developed a questionnaire to support interviews with peer agencies for this project.
- Future Survey Collaboration - Staff participated in a brainstorm with the Planning Development and Coordination team to discuss opportunities for collaboration on future surveys.
- Long Range Transportation Plan & Scenario Planning - Staff participated in brainstorming exercises for these activities
- 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. This information was used to prepare briefing materials for the COG Board Leadership retreat mentioned in Task 8.1.
- Covid Travel Monitoring Snapshot - staff began preparing the data analysis for the Pre-pandemic through June 2022. Staff briefly discussed the analysis and initial findings during the Other Business section of the July 22 Travel Forecasting Subcommittee meeting.
- Active Transportation and Pandemic - staff began preparing a memorandum comparing the non-motorized counts on trails in Arlington before and during the pandemic. This includes summarizing the data by primary trail use (Commuter vs Recreational) and considering how to best visualize the data.
- Highway Performance Monitoring System (HPMS) Geodatabases - staff continued to work to update the HPMS geodatabases for the years 2015 through 2020. Staff completed the single centerline pavement condition geodatabases for the years 2015 through 2020 for inclusion in the RTDC and for use in PBPP visualization.
- Continuous active transportation counts - staff finished packaging the reviewed and cleaned data available for past years and produced documentation on the process.

- Airport Worker Regional Travel Survey tabulations - staff developed tabulations for individuals who reported working in transportation analysis zones associated with the region's three airports in the RTS.
- Region United Spatial Analysis – staff began a spatial analysis to consider the relationship of Equity Emphasis Areas (EEAs), Regional Activity Centers, High-Capacity Transit, and the National Capital Trail Network. Staff requested and obtained the latest list of EEAs to support this analysis.
- On-Call Professional Transportation Planning Services Solicitation - staff reviewed and scored the proposals submitted in response to the request for proposals

Data Requests, staff responded to
- An inquiry from Arlington County's Office of Sustainability and Management about using the RTS data to develop a model to evaluate the emissions and total cost-of-ownership benefits of electric vehicles for Arlington County.
- A request from the DC Southwest Business Improvement District about a potential subscription to Streetlight.
- An inquiry from the Systems Performance Planning Team for air freight data in preparation for the 2016 National Capital Region Freight plan.
- An inquiry about the 2018 Regional Bus Provision Study.

Meetings & Conferences
- Staff participated in biweekly meetings with the Gen3 Model Development Team.
- Staff attended the National Household Travel Survey Technical Advisory Committee meeting in Atlanta, Georgia.
- Staff participated in the quarterly meeting of the National Park Service's Regional trail count program.
- Staff participated in AMPO Data Working Group leadership meeting as well as the third quarter meeting, a coffee chat on data literacy.
- Staff participated in a working group for the 2022-2023 Voices DMV Gallup Poll Project conducted by the Community Foundation.

7.2 Data Management and Visualization Services
- Staff met with Commuter Connections staff to discuss current and future data needs with respect to region-wide streets data (such as HERE).
- Visualize 2045 coordination with Plan Development and Coordination team
  - Staff discussed opportunities to provide metrics and/or summary statistics based on geospatial analysis for projects in Visualize 2045.
  - Staff provided a spreadsheet with the records for the features in the VIZ2045 dataset of projects that is used in TPB's online maps and applications.
- Transportation Data Dashboard – Staff scheduled follow up meetings to continue to advance this project
- Performance-Based Planning and Programming (PBPP) Dashboard Application - Staff continued to work on developing an application to show the required PBPP data. Staff obtained the PBPP workbook and used this to develop additional tabular data for use in the data dashboard product.
- Equity Emphasis Areas Web Mapping Application - Staff developed a new web mapping application for the 2022 update version of Equity Emphasis Areas (EEA) geography in preparation for the July TPB meeting. Staff also updated COG's web page map content items to reference the new EEA web mapping application.
- National Capital Trail Network (NCTN) - Staff continued work to create an updated version of the using features from the PIT database.

- Staff received the yearly enplanement data from 2020 to 2022 from the published airport statistics from the Metropolitan Washington Airports Authority (MWAA) and the Maryland Department of Transportation (MDOT). Staff also republished the 2019 Enplanement data to the RTDC to address a formatting issue.
- Staff corrected data in the Airport Analysis Zone (AAZ) layer to address incorrectly assigned jurisdiction in three zones in the Baltimore Metropolitan Council (BMC) portion of the dataset.

GIS Committee/GDX Working Group - staff planned and participated in the July 19 GIS virtual meeting. Highlights of the meeting included: status reports on the NCR-GDX and NextGen 9-1-1, update on local and regional USGS data collection projects, update on Dewberry's Regional Food and Water Resilience Project, and a roundtable discussion on ESRI User's Conference.

Data Requests, staff responded to:

- A request from a reporter regarding the availability of spatial data representing the Purple Line in Maryland.
- A request from staff at Virginia's Office of Intermodal Planning and Investment (OIPI) regarding the availability of a map service for Visualize 2045 that could be consumed in OIPI's online web mapping applications.
- A request from a student from Virginia Tech regarding questions about the Equity Emphasis Areas (EEA) dataset in the RTDC.
- A request from a student from Virginia Tech regarding the availability of travel and land-use datasets for the TPB region.

Meetings & Conferences

- Staff participated in meetings and email exchanges with the Travel Forecasting and Emissions Analysis Program team and their contractor, RSG.
- Staff attended the July 13 meeting of the Maryland State Geographic Information Committee (MSGIC) executive committee.
- Staff attended a meeting of the coordinated regional trail count program quarterly meeting (hosted by the United States Department of Transportation (DOT) on July 12.
- Staff attended the July 12 meeting of the Cooperative Forecasting and Data Subcommittee meeting.

Staff attended the June 19 meeting of the Bicycle and Pedestrian Subcommittee.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION	$1,165,429	$88,564	8%	57

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

Planning for Round 10

- Staff finished geo-coding of the DataAxle employment file and continued to share individual jurisdictional databases with Subcommittee members.

- Staff presented a summary of preliminary QCEW data for year 2021 (short-term employment trends); Prince William County staff briefed the Subcommittee on employment records (QCEW or Data Axle) geocoded to residential addresses (i.e. home health services, locksmiths, IT contractors, janitorial services); and Fairfax County staff presented a detailed description of their jurisdictional cohort component model assumptions (i.e., fertility, mortality, etc.)
- Staff briefed the Cooperative Forecasting Subcommittee on the findings of the report, Commercial Construction Indicators: 2021 Development Projects.

COVID-related impacts to the economy

- Staff continued to update the PowerPoint presentation that documents the effects to date of COVID on the region's economy. Recent data showed that the region has recovered a lower share than the national average of jobs that were initially lost at the onset of the Pandemic, and staff began to compile additional data on 'recovered' jobs in the COG region and peer MSAs.
- Staff briefed COG Board members on COVID impacts to the transportation, employment, land use, and changes in office space utilization during the COG Leadership Retreat in Cambridge, MD

Housing Targets update

- Staff received 24 competitive applications for the Housing Affordability Planning Program (HAPP) grants funded by Amazon and is beginning work to assess them. Modeled after TLC and other DTP programs, HAPP will competitively award small grants of up to $75,000 each for efforts to maintain or increase affordable housing in HCTs and EEAs. DPCS staff established a HAPP Selection Committee composed of 5 local housing experts from DC, Maryland and Virginia and convened 2 meetings of the Committee to deliberate on grant recommendations.
- COG hosted a joint meeting of the Planning Directors Technical Advisory Committee and the Housing Directors Advisory Committee to discuss progress on housing production since adoption of the 2019 COG Housing Targets.

On-Call Professional Transportation Planning Services

- Staff reviewed and scored the proposals submitted in response to the request for proposals for On-Call Professional Transportation Planning Services.

Scenario Planning

- Staff supported the scoping and conceptual develop of a proposal for future scenario planning work. This included sharing resources for the Organizational Awareness and Understanding of Scenario Planning project.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILITY AND ENHANCEMENT PROGRAMS	$1,082,499	$14,744	1%	59

9. MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

No work was undertaken at this time. Staff initiated the hiring process.

9.2 Regional Roadway Safety Program

Staff, in coordination with relevant jurisdictional officials, finalized scopes of work for each of the FY 2023 projects approved by the TPB in June 2022.

Each of the five FY 2022 RRSP projects is currently underway with progress as described below:

- VA (City of Alexandria – Near Miss Tool) –The consultant submitted a draft Data Suitability Report to NOVA Families for Safety Streets (NOVA FSS). The draft report documented findings from an assessment of "near miss" crash data collected by NOVA FSS and recommended an adjustment to the project scope.
- VA/MD (Arlington & Prince George's Counties – Traffic Safety Gardens) – The consultant scheduled and conducted research interviews, reviewed available examples of traffic garden guidance documents from other jurisdictions and organizations, and hosted a workshop for Arlington County and Prince George's County staff.
- VA (Fairfax County – Harrison Road Improvements) – The consultant team conducted a utility survey and verified it for accuracy. In addition, it also prepared a project basemap and conducted a field visit to further inform its analysis.
- VA (City of Falls Church – South Washington Street Pedestrian Improvements) – The consultant conducted a field visit of the study area.
- VA (Prince William County – Graham Park Road Safety Improvements) – The consultant team coordinated with Prince William County staff to obtain data and began its analysis of the corridor.

9.3 Transportation Alternatives Set-Aside Program

The TPB approved funding in July for the TA Set-Aside Program in Maryland. In the spring, MDOT conducted a solicitation for applications and received seven for the Washington metropolitan region. A selection panel met twice at the end of June to develop recommendations for funding. The panel's final recommendation called for funding for one project.

9.4 Transportation/Land-Use Connections (TLC) Program

Staff continued the consultant recruitment process for the 11 TLC projects selected for FY 2023. Pre-qualified consultants filled out a questionnaire in June in which they indicated their levels of interest in the projects. Based on that input, staff identified consultants from whom proposals were solicited. The proposals were due in July. Final consultant selection is expected in August and the projects will be set to begin in September.

All work on FY 2022 TLC projects was completed in June, but in July staff conducted final administrative work to wrap up the invoicing and gathering of final products for all 11 TLC projects for FY 2022.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	$989,547	$67,391	7%	61

10. TPB MANAGEMENT AND SUPPORT

Transportation Planning Board Committee Support and Management

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
- CAOs Monthly

Support activities from the administrative staff 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 to 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.

The Staff Director provided overall program management oversight of all the Department's activities. Work activities the Director was involved in during the month of **July FY 2023** include:

- Discussions, review, and finalization of the agenda topics for the TPB's Technical Committee, State Transportation Working Group (STWG) and Board meetings. This includes a meeting with the Program Directors and project staff 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.
- Participation in the bi-weekly meetings of the State Safety Oversight/Metro Safety Commission (SSO/MSC) Policy Work Group meetings. This "tri-state" group is working to reconstitute the existing Metro Rail Safety Oversight Committee to comply with the requirement of the FAST Act.
- Metropolitan Washington Air Quality Committee

The Staff Director provided overall program management oversight of all the Department's activities.

Other additional activities for the TPB Staff Director for the month of **July FY 2023** Telephone / Web Ex / Microsoft Teams Communications:

- WMATA / TPB Discussion
- MWCOG & NVTC Call
- LRTP Update Brainstorm x2
- CEEPC Planning
- FY23 Resiliency Planning
- NARC's Major Metros Roundtable Meeting x2
- COG Annual Leadership Retreat Preparation
- Joint Planning Directors / Housing Directors Meeting
- Inside NOVA Interview @CCMS
- Update COG ED @COG's GHG Inventory Method
- COG Metro Legislative Group Discussions

UPWP

The UPWP activities include: Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee and the TPB.

- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and preparing all necessary federal grant applications submission.
- Review all monthly UPWP invoices going to each of the state agencies administering planning and funding.

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	$1,614,739	$8,359	%	63
District of Columbia	$329,633	$0	%	63
Maryland	$492,971	$1,478	%	65
Virginia	$384,845	$5,833	%	68
Public Transportation	$407, 289	$1,047	%	71

11. TECHNICAL ASSISTANCE

11.A District of Columbia

1. Program Development, Data Requests and Miscellaneous Services

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

2. Regional Safety Program

As part of the Regional Safety Program, technical assistance projects were partially funded under the District of Columbia Technical Assistance Program. See Regional Safety program section of this progress report for more details.

3. Transportation / Land Use Connections Program

As part of the Transportation/Land-Use Connections Program, a technical assistance project was partially funded by the District of Columbia Technical Assistance Program. See TLC item above for further details about the TLC Program.

4. Other Tasks to Be Defined

No activity.

11.B Maryland

1. Program Development, Data Requests, and Miscellaneous Services

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

2. Project Planning, Feasibility, and Special Studies

No activity.

3. 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 for further details about the TLC Program.

4. Regional Safety Program

As part of the Regional Safety Program, technical assistance projects were partially funded under the Maryland Technical Assistance Program. See Regional Safety program section of this progress report for more details.

5. Other Tasks to be defined

No activity.

11.3. Virginia

1. Program Development, Data Requests, and Miscellaneous Services

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

Staff prepared a memo outlining recommendations for Active Transportation Data Assurance Program for VDOT 66 Parallel Trail Eco-Counters that are planned to be installed later in the fiscal year. Staff began follow up work, including contacting the traffic monitoring program contractor to review and discuss potential services for this program.

2. Travel Monitoring and Survey

Active Transportation Counts

Staff reviewed the active transportation counts that the contractor conducted in May and June at 12 locations along the Fairfax County Parkway Trail. Staff accepted eleven of the counts and approved the invoice.

Staff worked with VDOT staff to identify counting locations for the fall 2022 active transportation counts and prepared the task order for the Consultant's cost estimate.

3. Travel Demand Modeling

No activity.

4. Transportation / Land-Use Connections Program

As part of the Transportation/Land-Use Connections (TLC) Program, two technical assistance projects in Virginia were fully or partially funded under the Virginia Technical Assistance Program. See TLC Program section of this progress report for more details.

5. Regional Safety Program

As part of the Regional Safety Program, technical assistance projects were partially funded under the Virginia Technical Assistance Program. See Regional Safety program section of this progress report for more details.

6. Other Tasks to be Defined

11.D Regional Transit

1. Program Development, Data Requests, and Miscellaneous

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

Staff submitted the FY 2022 budget to the COG Office of Finance and Accounting.

2. Transit Within Reach

Three projects are currently underway.

Staff prepared an amendment to the task order for the City of Manassas: Shared-Use Path Connection within Broad Run Transit Access Focus Area (TAFA).

Staff sent billing reminders to the consultants and reviewed and processed invoices.

3. High-Capacity Transit Map

No activity.

4. Other Tasks to be Defined

No activity.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management

- Staff received the final grant offer and agreement for CASP 39 which will fund the first phase of processing the 2022 Regional Air Passenger Survey.
- Staff prepared and finalized highlights from the March Aviation Technical Subcommittee.
- Staff prepared for and convened the Aviation Technical Subcommittee for a meeting on July 28th. Staff thanked its airport partners for funding commitments, indicated a contractor was selected for the project, and reviewed a preliminary schedule. Staff requested direction on badging as well as obtaining the latest flight data. Staff also provided an overview of the status of the Ground Access Forecast Update.
- Staff updated the enplanement spreadsheet maintained for the CASP program with the latest reports from MDOT and MWAA.
- Staff interviewed candidates for the CASP Planner position. A recommendation letter was made but the candidate was no longer available. The position will be readvertised.

Conduct and Process 2022 Baltimore-Washington Regional Air Passenger Survey (APS), Phase 1

- Staff received the BWI's funding commitment letter for the APS.
- Staff developed a memo on the status of timing and funding for survey.
- Staff complete compiling the scores of the technical selection committee and identified the contractor for the APS. The contractor and other respondents were notified about the results. Staff supported the COG's Contract and Procurement office with preparing the contract award.
- Staff began researching the airport badging process staff received additional from BWI following the Aviation Technical Subcommittee meeting.

Air Cargo Element Update

No Activity.

Ground Access Travel Time Study

No Activity.

Ground Access Forecast and Element Update

- Staff continued work preparing the ground access forecast update by conducting quality checks of the data, aligning the methods utilized after obtaining additional documentation on previous process, and presenting a preliminary summary to the Aviation Technical Subcommittee. For the quality checks, staff generated spatial maps and spreadsheets to investigate difference between GAFU 2022 and GAFU 2019.

PROGRESS ON PLAN PRODUCTS

Task 1: Long-Range Transportation Planning

- Initiate the next long-range plan update
    - Staff have been working internally to prepare for an accelerated update to the TPB's long-range transportation plan. Products produced in July include a series of possible schedule options and approaches based on the various factors that must be considered, in particular, board direction and Air Quality Conformity technical requirements.
- Conduct supporting analysis for the plan
    - Staff have been updating the Visualize 2045 website (Tableau charts) with performance analysis data and are examining data available that can be used to support the Phase 2 Resiliency Study.
- Plan implementation
    - Staff took steps to finalize the plan's executive summary and have printed and provided to members of the board a series of plan-related products.
- Update Equity Emphasis Areas and Conduct Environmental Justice analysis
    - Staff have updated the EEAs and have begun the EJ analysis.

Task 3 Planning Elements

- Develop Regional Highway Safety Targets
    - Draft targets to be presented to the TPB in late 2022
- Update National Capital Trail Network Map/Designations
    - Updated network anticipated in spring 2023
- Develop Regional Freight Plan Update
    - Freight Plan Update underway, anticipated completion May 2023

Task 4. Public Participation

- Evaluation of Public Participation Activities
    - September: The evaluation kicks off
    - Late September/October: Research will be conducted
    - November: Report drafted
    - December: Report shared with TPB Technical Committee, Community Advisory, and Access for All committees

Task 5. Travel Forecasting

1. Staffing the TPB Travel Forecasting Subcommittee (TFS)
    a. One of six annual meetings have been held.
    b. Dates of meetings held in FY 23: July 22, 2022.
2. A series of highway and transit networks used by the regional travel demand forecasting model, together with technical documentation, for use in air quality conformity analyses, development of air quality state implementation plans (SIPs), scenario studies, and model development.
    a. COGTools software and geodatabase
        i. Added features: Staff developed a new Station Management module. Staff made updates to the transit agency drop-down menu.

        ii. Bug fixes: Implemented a fix so that records in the transit line files do not extend past the 144-column limit.
3. Development, maintenance, support, and improvement of the COG/TPB regional travel demand forecasting methods, including both the production-use and developmental travel models, and associated documentation.
   a. Gen2/Ver. 2.4 Travel Model
   b. Gen3, Phase 1 Travel Model
      i. Updates summary scripts and investigated the model's apparent insensitivity to changes in tolls.
   c. Gen3, Phase 2 Travel Model
      i. Updated auxiliary travel models. Estimated auto ownership model. Proposed changes to transit path building to deal with a hyper-path problem.
   d. Webpages: Updated webpages in July 2022 to reflect updates to travel models.
   e. Data requests: Staff responded to six requests in July 2022.
4. Keep abreast of best practices in travel demand modeling.
   a. Staff following developments from the Transportation Research Board (TRB) and the U.S. DOT Travel Model Improvement Program (TMIP) email distribution list.

Task 6. Mobile Emissions Planning

1. Activities related to conducting regional air quality conformity analyses, such as conducting runs of the travel model and mobile emissions model and preparing technical documentation.
   a. Staff finalizing documentation regarding the air quality conformity analysis of the 2022 Update to Visualize 2045.
2. Keep abreast of federal requirements related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software.
   a. Staff conducting tests of EPA's new mobile emissions modeling software, MOVES3.
3. Support development of an Attainment/Maintenance State Implementation Plans (SIPs) regarding 2015 ozone National Ambient Air Quality Standards (NAAQS), including developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx).
   a. TPB staff continued to coordinate with COG DEP staff and state air agencies on plans related to development of the Attainment SIP and Maintenance Plan / Redesignation Request to address requirements of the 2015 Ozone NAAQS.
4. Coordinate with MWAQC and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of 2015 ozone NAAQS.
5. Climate Change Planning: Provide support for efforts to mitigate climate change due to the on-road, transportation sector.
   a. July 27, 2022: TPB staff briefed the Climate, Energy and Environment Policy Committee (CEEPC) on the TPB Climate Goals and Strategies adopted by the board in June 2022.

Task 7. Travel Monitoring and Data Programs

7.1 Transportation Research and Analysis

- Presentations, Visualizations, and information reports
  - Ongoing
- Workplan, survey data files, and documentation for travel surveys
  - Ongoing
  - Workplan for State of the Practice for Survey drafted and under review

- Technical support
  - Ongoing

7.2 Data Management and Visualization Services

- Travel monitoring datasets to support PBPP and Gen3 modeling requirements
  - Ongoing
- Travel trends and dashboard and visualizations
  - Workplan under development
- Technical reports/memoranda
  - Ongoing
- Presentations
  - Ongoing

Task 8. Regional Land Use and Transportation Planning Coordination

8.1 Regional Land Use and Transportation Planning Coordination

- Updated Cooperative Forecasting land activity forecasts and documentation
  - Under development
- Analysis of Activity Center and High-Capacity Transit Station area historic trends and forecasts
  - Under development
- Presentations, visualizations, and information reports
  - Ongoing
- Technical support
  - Ongoing
- Annual Baseline Employment Guidance
  - Work to commence later in fiscal year.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

- Conduct and process 2022 Regional Air Passenger Survey, Phase 1
  - Contract issued and project kicked off
- Air Cargo Element Update
  - Work to commence later in fiscal year.

FY 2023 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
July 2022

	DC, MD and VA FTA, FHWA and LOCAL BUDGET TOTAL	FUNDS EXPENDED	BILLED THIS MONTH	% FUNDS EXPENDED
1. Long-Range Transportation Planning				
Long - Range Transportation Planning	1,122,781.45	46,639.93	46,639.93	4%
Subtotal	**1,122,781.45**	**46,639.93**	**46,639.93**	**4%**
2. Transportation Improvement Program				
Transportation Improvement Program	228,463.67	15,064.27	15,064.27	7%
TIP Database Support	200,000.00	0	0	0%
Subtotal	**428,463.67**	**15,064.27**	**15,064.27**	**4%**
3. Planning Elements				
Congestion Management Process	464,830.51	20,314.89	20,314.89	4%
Systems Performance, Ops & Tech Planning	491,115.22	34,055.49	34,055.49	7%
Transportation Emergency Preparedness Planning	142,103.03	9,517.57	9,517.57	7%
Transportation Safety Planning	328,165.29	10,173.07	10,173.07	3%
Bicycle & Pedestrian Planning	183,504.17	11,217.07	11,217.07	6%
Regional Public Transportation Planning	420,752.48	9,627.61	9,627.61	2%
Freight Planning	319,649.73	10,686.52	10,686.52	3%
Metropolitan Area Transportation Operation Coord Program Planning	168,057.12	11,506.12	11,506.12	7%
Performance-Based Planning & Programming	233,757.32	7,705.49	7,705.49	3%
Resilience Planning	312,185.11	0	0	0%
Subtotal	**3,064,119.98**	**124,803.83**	**124,803.83**	**4%**
4. Public Participation				
Public Participation	913,276.45	40,957.05	40,957.05	4%
Subtotal	**913,276.45**	**40,957.05**	**40,957.05**	**4%**
5. Travel Forecasting				
Network Development	1,047,672.55	64,469.01	64,469.01	6%
Model Development	2,316,968.86	112,567.53	112,567.53	5%
Subtotal	**3,364,641.41**	**177,036.54**	**177,036.54**	**5%**
6. Mobile Emissions Planning				
Air Quality Conformity	965,194.31	57,991.83	57,991.83	6%
Mobile Emissions Analysis	1,300,371.68	70,979.93	70,979.93	5%
Subtotal	**2,265,565.99**	**128,971.76**	**128,971.76**	**6%**
7. Travel Monitoring and Data Programs				
Regional Travel Survey	1,582,114.53	60,861.68	60,861.68	4%
Traffic Analysis & Research	1,027,463.28	41,594.26	41,594.26	4%
Regional Transportation Data Clearinghouse	0.00	935.78	935.78	0%
GIS Analysis	0.00	43,206.28	43,206.28	0%
Subtotal	**2,609,577.81**	**146,598**	**146,598**	**6%**
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,165,429.24	88,564.67	88,564.67	8%
Subtotal	**1,165,429.24**	**88,564.67**	**88,564.67**	**8%**
9. Mobility and Enhancement Programs				
Transportation and Land Use Connections Program	578,941.89	8,275.86	8,275.86	1%
Enhanced Mobility Grant Program	92,739.74	3,047.1	3,047.1	3%
Transportation Alternatives Set-Aside Programs	35,916.83	1,514.13	1,514.13	4%
Other Tasks to be defined 9.5	374,899.11	1,907.06	1,907.06	1%
Subtotal	**1,082,497.57**	**14,744.15**	**14,744.15**	**1%**
10. TPB Support and Management				
TPB Support and Management	989,546.94	67,391.36	67,391.36	7%
Subtotal	**989,546.94**	**67,391.36**	**67,391.36**	**7%**
Core Program	**17,005,900.51**	**850,771.56**	**850,771.56**	**5%**
A. District of Columbia Technical Assistance				
Program Development & Misc.	329,633.45	0	0	0%
B. Maryland Technical Assistance				
Program Development & Misc.	492,970.49	1,478.76	1,478.76	0%
C. Virginia Technical Assistance				
Program Development & Misc.	384,846.81	5,833.37	5,833.37	2%
D. Public Transit Technical Assistance				
Program Development & Misc.	407,288.25	1,047.47	1,047.47	0%
Technical Assistance	**1,614,739.00**	**8,359.6**	**8,359.6**	**1%**
TPB Grand Total	**18,620,639.51**	**859,131.16**	**859,131.16**	**5%**

FY 2023 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE
July 2022
SUPPLEMENT 1

	TOTAL AUTHORIZED BUDGET	TOTAL EXPEDITURES	FTA/STA/LOCAL AUTORIZED BUDGET	FTA EXPENDITURES	PL FUNDS/LOCAL AUTORIZED BUDGET	FHWA EXPENDITURES
A. DC Technical Assistant						
Program Development & Misc	14,999.99	0.00	1,681.64	0.00	13,318.35	0.00
Regional Safety PGM-DC	30,000.00	0.00	3,363.28	0.00	26,636.72	0.00
TBD	254,633.46	0.00	28,546.80	0.00	226,086.66	0.00
TLC-DC	30,000.00	0.00	3,363.28	0.00	26,636.72	0.00
Subtotal	**329,633.45**	**0.00**	**36,955.00**	**0.00**	**292,678.45**	**0.00**
B. MD Technical Assistant						
Feasibility/Special Studi	24,999.99	0.00	4,347.42	0.00	20,652.57	0.00
Pgm Development & Misc	14,999.99	1,478.76	2,608.45	257.15	12,391.54	1,221.61
Regional Safety PGM-MD	35,000.00	0.00	6,086.39	0.00	28,913.61	0.00
TBD	157,970.51	0.00	27,470.57	0.00	130,499.94	0.00
Transportation Performance Measures	260,000.00	0.00	45,213.17	0.00	214,786.83	0.00
Subtotal	**492,970.49**	**1,478.76**	**85,726.00**	**257.15**	**407,244.49**	**1,221.61**
C. VA Technical Assistant						
Pgm Development & Misc	14,999.99	985.85	2,713.12	178.32	12,286.87	807.53
Regional Safety PGM-VA	35,000.00	0.00	6,330.61	0.00	28,669.39	0.00
TBD	69,846.38	0.00	12,633.43	0.00	57,212.95	0.00
Transportation/Land Use Connection Pro	80,000.00	0.00	14,469.97	0.00	65,530.03	0.00
Travel Demand Modeling	84,999.95	0.00	15,374.33	0.00	69,625.62	0.00
Travel Monitoring	100,000.49	4,847.52	18,087.55	876.79	81,912.94	3,970.73
Subtotal	**384,846.81**	**5,833.37**	**69,609.00**	**1,055.11**	**315,237.81**	**4,778.26**
D. WMATA						
Program Development & Misc	14,999.99	1,047.47	14,999.99	1,047.47	0.00	0.00
Regional HCT Graphic/Map	90,000.00	0.00	90,000.00	0.00	0.00	0.00
TBD	52,288.26	0.00	52,288.26	0.00	0.00	0.00
Transit Within Reach Soli	250,000.00	0.00	250,000.00	0.00	0.00	0.00
Subtotal	**407,288.25**	**1,047.47**	**407,288.25**	**1,047.47**	**0.00**	**0.00**
Grand Total	**1,614,739.00**	**8,359.60**	**599,578.25**	**2,359.73**	**1,015,160.75**	**5,999.87**