

FY 2021



National Capital Region
Transportation Planning Board

Work Program Progress Report

March 2021

FY 2021

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

1. LONG-RANGE TRANSPORTATION PLANNING 1.1 Long-Range Transportation Plan 1.2 Federal Compliance 1.3 Policy Board-Directed Activities	7. TRAVEL MONITORING AND DATA PROGRAMS 7.1 Regional Travel Survey 7.2 Traffic Analysis Studies and Research 7.3 Regional Transportation Data Clearinghouse 7.4 GIS Data and Analysis
2. TRANSPORTATION IMPROVEMENT PROGRAM 2.1 Transportation Improvement Program (TIP) 2.2 TIP Database Support	8. SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING 8.1 Scenario Planning 8.2 Socioeconomic Forecasting
3. PLANNING ELEMENTS 3.1 Performance-Based Planning and Programming 3.2 Congestion Management Process 3.3 Systems Performance, Operations, and Technology Planning 3.4 Transportation Emergency Preparedness Planning 3.5 Transportation Safety Planning 3.6 Bicycle and Pedestrian Planning 3.7 Regional Public Transportation Planning 3.8 Freight Planning 3.9 Metropolitan Area Transportation Operations Coordination Program Planning	9. MOBILITY AND ENHANCEMENT PROGRAMS 9.1 Enhanced Mobility Grant Program 9.2 Transportation Alternatives Set-Aside Program 9.3 Transportation and Land Use Connections Program
4. PUBLIC PARTICIPATION 4.1 Public Participation and Outreach 4.2 Communications	10. TPB MANAGEMENT AND SUPPORT 10.1 Transportation Planning Board Committee Support and Management and Unified Planning Work Program
5. TRAVEL FORECASTING 5.1 Network Development 5.2 Model Development	11. TECHNICAL ASSISTANCE 11.1 District of Columbia 11.2 Maryland 11.3 Virginia 11.4 WMATA
6. MOBILE EMISSIONS PLANNING 6.1 Air Quality Conformity 6.2 Mobile Emissions Analysis	CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)

Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	\$1,085,010	\$105,073	72%	31

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 Long-Range Transportation Plan

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

To support data entry in TPB’s Project InfoTrak system, TPB staff continued to coordinate with the technical members to review the inputs received during the solicitation period for the technical inputs to update Visualize 2045, the TIP, and the air quality conformity analysis for the plan and TIP, which extended from 12/16/2021-2/12/2021. Staff coordinated internally and with technical members to review the data updates, address any errors or questions and to apply quality control procedures. Staff prepared the comment period materials and public notifications. Staff prepared for and coordinated with regional technical partners to conduct a board work session to review the inputs with technical agency staff that sponsored new and existing projects.

Staff continued followed up with local jurisdictions and independent agencies, via email, and asked for any outstanding long-term revenue and expenditure inputs. Staff began their review of the inputs that had been received.–

Staff coordinated with TPB subject matter experts to discuss the Visualize 2045 outline, approach and potential integration/ coordination across TPB products (such as best visualization and narrative to communicate congestion management process and PBPP). Staff finalized the comment period materials templates, and completed the build out a new website for visualize2045.org.

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

Staff finalized work with a consultant to produce two additional infographics and one animated video about TPB policy priorities.

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

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

1.2 Federal Compliance

FAMPO approved a final draft of the updated TPB/FAMPO MOU on March 15, 2021. Staff met with FAMPO staff leadership and the TPB will be taking this up during the April/May timeframe.

1.3 Policy Board-Directed Activities

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

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

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$438,483	\$32,163	72%	33

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1 Transportation Improvement Program (TIP)

At its meeting on March 5, the TPB Steering Committee approved resolution SR13-2021 to amend the FY 2021-2024 TIP to include funding for the 11th Street Bridge Park project and the H Street over Railroad project (this was done to correct funding that had been inadvertently deleted from the project back in January 2021).1

TPB staff approved one administrative modification during the month of March before a hold was placed on further modifications until all inputs for the air quality conformity analysis were complete

2.2 TIP Database Support

During the month of March, EcoInteractive provided technical support to resolve several glitches that continued to arise in the Project InfoTrak database application. The consultant also completed the following tasks during the month of March:

- TIP Overview Report - Display Fund ID instead of Fund Name
- Allow Accepted LRTP projects to be amended/carried out of open LRTP amendments
- New functionality on map tab that is a ‘create node’ feature that allows you to add a point on the map
- Clean-up of funding source names and duplications

EcoInteractive began or continued to work on the following tasks in the month of March:

- TIP Overview Report - Maintain format that information is saved on project description
- Printable Project Description Reports
- Change to editing a TIP Action (remove FTA status and change 'Fed' to FHWA

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$2,952,916	\$187,167	51%	35

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff completed initial data collection of calendar year 2020 data for PBPP measures. Staff developed a schedule for the PBPP activities through 2021 and 2022, including approval of new 4-year targets in coordination with State DOTs and reporting on progress versus the targets adopted in 2018. Staff

continued discussion on the content and work items regarding PBPP for the 2022 version of the Visualize 2045 long range transportation plan.

Staff attended the OIPI-VDOT-DRPT-MPO Quarterly Coordination/Annual Planning and Programming Meeting. Staff presented at a Performance Measures Peer Exchange organized by EcoInteractive.

3.2 Congestion Management Process

The March 18 quarterly meeting of the Vehicle Probe Data Users Group (VPDUG), meeting jointly this time with the Systems Performance, Operations, and Technology Subcommittee, was organized and conducted. Discussed were using evaluating radar/video sensors to improve traffic signal detection in Montgomery County; Regional Integrated Transportation Information System (RITIS) dashboards for real-time traffic monitoring (speed and travel time table use case scenario by the Metropolitan Area Transportation Operations Coordination Program); and the University of Maryland's Transportation Energy Analytics Dashboard (TEAD).

Staff continued compiling information on impacts of the COVID-19 pandemic on roadway traffic, transit ridership, and other aspects of transportation for presentation at future committee meetings, and as part of a multi-sectoral analysis of pandemic impacts for future presentation to the TPB and other stakeholders.

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

3.3 Systems Performance, Operations, and Technology Planning

As detailed in Section 3.2 above, the March 18 joint meeting of the Systems Performance, Operations, and Technology Subcommittee and the Vehicle Probe Data Users Group was organized and conducted.

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

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

3.4 Transportation Emergency Preparedness Planning

Preparations continued for future meetings of the Transportation Emergency Preparedness Committee (R-ESF 1).

3.5 Transportation Safety Planning

Staff developed agenda items and secured speakers for the regularly scheduled April 13 meeting of the Transportation Safety Subcommittee.

Staff received 11 Regional Safety Program applications from member jurisdictions. These applications were compiled and distributed to the Selection Panel.

Staff continued developing a Request for Qualifications (RFQ) to solicit consultants for the Regional Safety Program.

For the Analysis of Regional Roadway Safety Outcomes study, the consultant team continued work on a regional roadway safety equity analysis and final report development.

3.6 Bicycle and Pedestrian Planning

The March 16 meeting of the Bicycle and Pedestrian Subcommittee was organized and conducted. Staff briefed the Subcommittee on the draft project map, the bike/ped project database, and the next steps towards the completion of the Bicycle and Pedestrian Plan for the National Capital Region. The Subcommittee was also briefed on the application process for Transit within Reach, the upcoming program to fund design projects to improve bike and walk connections to Transit Access Focus Areas;

the Commuter Connections regional paper bikeways map for the May 23 Bike to Work Day; and the availability of a new resource to access data from the 2017-2018 Regional Travel Survey, the RTDC RTS Tabulations. Staff announced two upcoming training webinars: the FHWA Bikeway Selection Guide Webinar on March 30, and the Vision Zero Arterial Design Webinar on April 23.

Staff continued to work with members of the Bicycle and Pedestrian Subcommittee to get them signed up as users of the new on-line data entry portal, provide guidance on its use and the type of projects that should be entered, and answer questions on the database and the portal. Staff worked with member agency representatives to help resolve issues with a late import of bulk data from several jurisdictions.

A working draft regional bicycle and pedestrian facilities map for the Bicycle and Pedestrian Plan update was created and presented at the March 16 Bicycle and Pedestrian Subcommittee meeting for initial review.

The FHWA Bikeway Selection Guide webinar was organized and held on March 30, with 30 registrants participating.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee met in March. The agenda included an update on regional information gathering regarding transit operations and Covid-19, a briefing on MoveDC - mapping transportation needs & equity, an overview of the San Francisco MTA Equity Toolkit for transit assessment; an update on the TPB regional travel survey: public files & RTDC RTS tabulations; the TPB Transit within Reach program announcement; and finally an update on regional transit information collection activities. TDP/TSP status, equity analyses, automated vehicles planning, travel surveys, ridership, and fare data analysis.

TPB staff prepared letters of support for federal grant applications by member agencies. Staff kicked off the White Paper on Transit Equity analysis with the on-call planning consultant. Staff distributed and collected responses to a third round of questionnaires on information regarding the region's transit providers in responding to the pandemic and planning for recovery. Staff reviewed inputs on the transit projects and assumptions submitted by member jurisdictions for the air quality conformity inputs. Staff collected additional information on electrification of transit.

3.8 Freight Planning

The regularly scheduled March 11 meeting of the TPB Freight Subcommittee was organized and conducted. The agenda included an update on trucking adoption of efficiency enhancing technologies, an overview of New York City's Clean Fleet Plan, and a briefing on Walmart's new sustainability goals.

Staff provided input to both the Maryland Rail Plan and Maryland Freight Plan development efforts.

Staff began working with the Virginia OIPI to consider updates to the Critical Urban Freight Corridors in Northern Virginia.

Staff began developing an approach to updating the Regional Freight Plan in FY 2022.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

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

The regularly scheduled virtual March 9 meeting of the MATOC Severe Weather Coordination Working Group was organized and conducted, continuing planning for winter weather response coordination.

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

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$1,018,896	\$83,996	80%	41

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

Staff and consultants finalized the report of a region-wide public opinion survey, called Voices of the Region, which was conducted last fall. The survey will provide input for the update of Visualize 2045, the region’s long-range transportation plan. More than 2,400 responses were received, which greatly exceeded the target of 2,000. The responses also generally met the targets for 10 sub-regional (largely county-level) geographies. The results of the survey were presented to the TPB at its February meeting.

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

The Community Advisory Committee (CAC) met on Thursday, March 11 for an online-only meeting. At the meeting the committee was briefed on the “Voices of the Region” survey results and learned about the history of the CAC and its role at the TPB. The committee also broke into small groups to get to know each other and discuss the year ahead.

Staff continued preparing for Phase II outreach for Visualize 2045, which will provide open opportunities for public input. Phase I was focused on public opinion research through quantitative research (opinion survey) and qualitative research (focus groups). Phase II engagement will be conducted this summer.

4.2 Communications

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

- *Early registration for Bike to Work Day 2021 is now open*
March 1, 2021
- *What did the Voices of the Region survey tell us about travel during COVID-19 and beyond?*
March 9, 2021
- *A brief recap of the March TPB meeting*
March 23, 2021
- *Four travel trends from the TPB's Regional Travel Survey*
March 23, 2021

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

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

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$3,846,492	\$242,675	47%	43

5. TRAVEL FORECASTING

5.1 Network Development

Staff continued coordinating with various implementing agencies (e.g., VDOT and MDOT) to assist as they add project inputs for the 2022 Update to Visualize 2045, the TPB’s Long-Range Transportation Plan (LRTP) and the FY 2023-2026 Transportation Improvement Program (TIP) in the Project InfoTrak (PIT) database for inclusion in forecast-year networks for the upcoming air quality conformity analysis. Staff exported the conformity project records from the PIT and identified changes since the 2020 Amendment to Visualize 2045. Staff completed the draft conformity projects input table, listing all the projects that will be included in the highway and transit networks for the air quality conformity analysis.

Staff completed the development of the 2019 transit network files which will be used as the base upon which all forecast transit networks will be built for the upcoming air quality conformity analysis of the 2022 Update to Visualize 2045. Staff is conducting quality assurance/quality control (QA/QC) checks on the files and instituted fixes to network coding errors.

Staff continued coding transit routes for the 2018 transit network reflecting four time-of-day periods. This work includes adding rail and bus routes in the unified network database to include service during the PM peak and night-time time periods. The 2018 network files in Public Transport (PT) format will be provided to the consultants assisting with development of the Gen3 Travel Model.

Staff began a review of existing parking costs in preparation for updating that value in the travel demand inputs (STATION.DBF file) for the upcoming air quality conformity analysis. Staff also extracted and compared the scheduling information for MARC and VRE trains from both GTFS data source and paper schedules. As a result, staff decided to continue to extract the four-time-period scheduling information of commuter rail trains from the paper schedules. Staff also created a 2018 regional transit ArcGIS shape file from multiple GTFS files to support the development of the 2018 four-time-period transit network.

Network development staff assisted with research to obtain 2018 vehicle counts for local and collector roads associated with screenline links in the highway networks for the Gen3 Travel Model.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months. At the March 26 meeting, the following topics were discussed:

- CUBE Access - Bentley’s accessibility tool
- Draft Round 9.2 Cooperative Forecasts
- Release of COG/TPB Gen2/Ver. 2.4 Travel Model
- COG/TPB Gen3 Travel Model: Status report
- COG 2017/2018 Regional Travel Survey (RTS) Resources
- Roundtable discussion of current modeling efforts around the region
- Other Business
- Monthly snapshots of effects of COVID-19 on travel available on COG website
- Upcoming guest presenters at TFS meetings in 2021
- Production-use, travel demand forecasting model: Generation-2/Ver. 2.3 and Ver. 2.4

As of March 26, TPB staff now supports two production-use versions of the regional travel demand forecasting model: Ver. 2.3 and Ver. 2.4. In March, there were no updates to the Ver. 2.3 Travel Model. By contrast, in March, staff released the Ver. 2.4 Travel Model at the March 26 TFS meeting. By the release date, staff had prepared the Ver. 2.4 Model transmittal package, including model inputs, batch and script files, and model documentation. The documentation includes the model user's guide, a network report, and a transmittal memorandum. Staff also updated three COG webpages related to the Ver. 2.4 Model. In addition, staff prepared a modeling folder that contains the standard, off-the-shelf Ver. 2.4 modeling outputs data for future data requests. The Ver. 2.4 Model has five main updates, compared to its predecessor, Ver. 2.3.78, and the Ver. 2.4 Model will be used for the upcoming air quality conformity analysis of the 2022 Update of Visualize 2045.

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

Staff conducted the 2007 calibration of the mode choice model and performed the 2014 validation, including transit ridership by mode, VMT by jurisdiction, and traffic volumes by regional screenline for the Ver. 2.4_PT Model, which makes use of the Public Transport (PT) transit path-building module. The performance of the Ver. 2.4_PT Model was found to be comparable to that of the Ver. 2.4 Model but there is still room for improvements. Staff finished developing the flow charts for the latest Ver. 2.4_PT Model and shared them internally. The Ver. 2.4_PT Model is a developmental model, so it is not available for data requests.

Developmental, travel demand forecasting model: Generation-3

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

Staff held two check-in meetings with RSG and BMG, the consultants on the Gen3 Model development project, on March 11 and 25.

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,

Staff in the Planning Data and Research Team prepared the data for active park space and open space total acres. Staff uploaded the data and documentation to Box and shared them with RSG.

Staff received the requested VRE monthly boarding data for October 2018 and shared it with RSG.

Staff in the Planning Data and Research Team prepared the 2018 count data for screenline links and compiled a list of links with missing traffic counts. Staff in the Travel Forecasting & Emissions Analysis (TFEA) Team investigated county-level count data but did not find additional counts on those links.

Staff reviewed the BMG slide decks on the analysis of the VRE/MARC/Metrorail transit on-board survey data and provided feedback.

Staff addressed all the data requests from RSG at the 2/11 Gen3 check-in meeting, mainly regarding additional highway skims in support of the Gen3 Model Phase 1 development.

Coordinating with staff from other teams and departments, staff reviewed the revised MWCOG Population Synthesizer documentation. Staff tested the sensitivity of the validation performance to the setup of the MWCOG Population Synthesizer software, including the importance factors and maximum expansion factors.

Staff continued to work on the reweighting of the COG Regional Travel Survey (RTS) data. Staff conducted the reweighting following RSG guidance to address the underestimation of school travel and the overestimation of Metrorail travel. Staff transmitted preliminary results to RSG on March 22 with follow-up comments/questions.

Staff responded to the RSG proposed assumptions on area type, parking cost and distance skims for Gen3 Model Phase 1 development.

The Gen3 Model is a developmental model, so it is not available for data requests.

Other activities

Staff serviced three data requests for the Ver. 2.4 Model transmittal package: One request was from a local agency in Fairfax Co. and the other two were from consultants working for VDOT. Staff also transmitted the model to Bentley Systems for software testing.

Staff attended a webinar provided by Bentley Systems entitled, “Using CUBE Access for Accessibility Analysis” on March 30.

Staff continued to work with IT to set up and conduct modeling tests on Amazon Web Services (AWS) cloud servers. Specifically, staff summarized and presented the main findings from the prior Gen2 Model testing on AWS servers to the model development staff. Staff tested the AEMS mode choice software using Cube 6.5 CE in the cloud and coordinated with Bentley and AECOM to find a solution to the AEMS crash on Cube 6.5 CE. Staff also tested the Ver. 2.3.75 Model using the TRANSIMS ModeChoice software as a replacement for AEMS using Cube 6.5 CE. The tests were successful on both local and Amazon cloud servers.

Staff installed Cube software on some staff’s PCs and updated Cube licenses on staff’s PCs and all modeling servers.

Staff developed a Python script that adjusts and interpolates land use data for modeling use. Staff compared the results from the Cube and Python scripts and is trying to improve the Python script to replicate the results from the Cube script. This Python script can potentially be integrated with the MWCOG population synthesizer which is also based on Python.

Staff developed a program that can automatically convert Cube matrix files to OMX and csv files and generate the control total of each matrix in each file. This program, containing a batch file and Python script files, can potentially be used for future data requests for the Gen3 Model.

Task 6	Budget	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$1,835,592	\$164,379	67%	45

6. MOBILE EMISSIONS PLANNING

6.1 Air Quality Conformity

Staff continued to regularly attend coordination meetings related to scheduling tasks for the 2022 quadrennial update of the region’s LRTP, including the air quality conformity analysis, system performance, and environmental justice analysis.

TPB staff provided a status update to the TPB Technical Committee on the review of the air quality conformity inputs table and projects received for the 2022 Update to Visualize 2045 (item #5). Staff also shared a brief draft agenda for the upcoming TPB April 2021 Work Session: Facilitated Review of Technical Inputs.

Staff completed the air quality conformity project inputs table listing all highway and transit projects that will be included in the conformity analysis of the 2022 Update to the Visualize 2045 LRTP and the FY 2023-2026 Transportation Improvement Program (TIP). The table highlights changes since the 2020 Amendment to Visualize 2045. Staff identified major project changes and assisted with the development of other materials for the public comment period.

Staff completed the air quality conformity scope of work which lists the timeline and all tasks necessary for the analysis.

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

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

6.2 Mobile Emissions Analysis

Staff conducted activities related to the TPB Climate Change Mitigation Study of 2021. Staff finalized and shared the final Phase I report, which summarized the findings from past TPB and COG studies that analyzed potential greenhouse gas reduction strategies for the on-road transportation sector, with the TPB Technical Committee (Other Business). Staff also shared the final Phase I report with the TPB, but the related agenda item was postponed and will be presented in April (Item #12). TPB staff finalized the scope of work for the project consultant pertaining to 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. DTP staff and the consultant have agreed on the scope of work and the associated costs. Staff and the project consultant plan to share the scope of work with appropriate committees in April and May.

Department of Environmental Programs (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 members of the Technical Advisory Committee of the Metropolitan Washington Air Quality Committee (MWAQC-TAC) regarding different planning options for the 2015 ozone NAAQS (item #3, March 9, 2021 meeting). Specifically, the committee was briefed on implications of different planning options and timelines given the nonattainment of the 2015 ozone NAAQS based on observed air pollution levels (i.e., the draft 2018-2020 ozone design value data). DEP staff also presented to the committee a preliminary list of control measures that are expected to be in place during the 2017-to-2023 period. Staff revised the draft schedule for developing RFP/Attainment SIPs for the 2015 ozone NAAQS based on feedback received at the meeting.

In addition, DEP staff held a special MWAQC-TAC meeting on March 23, 2021, where ozone planning was the only agenda item. Virginia Department of Environmental Quality (VDEQ) staff raised a possibility of updating the 1-hour ozone standard maintenance plan, and DEP staff coordinated with state air agencies regarding the identification of milestone years for the on-road mobile emissions development for the plan.

Regarding developing vehicle fleet inputs for the MOVES mobile emissions model, TPB staff obtained decoding software from ESP Data Solutions and began decoding the vehicle registration data/vehicle identification number (VIN) data that had been provided to COG/TPB by the three state air agencies in February 2020. Based on the preliminary high-level analysis, COG/TPB staff and the District of Columbia Department of Energy and Environment (DOEE) staff agreed to use the July 2020 dataset for the District of Columbia, rather than the December 2020 dataset, because DOEE staff noted that the July 2020 dataset was more representative of the current number of registered vehicles (i.e., newly imposed COVID-related restrictions are making it more difficult to register vehicles). TPB staff briefed MWAQC-TAC regarding this early data analysis and noted that data from December 2020 would be used for Virginia and Maryland, and that data from July 2020 would be used for the District of Columbia (item #5, March 9, 2021 meeting).

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 Climate, Energy and Environment Policy Committee (CEEPC) to remain informed on the climate action planning in the region.

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 Northeast

and Mid-Atlantic states and the District of Columbia that seeks to reduce carbon emissions from the transportation sector. Staff attended a TCI webinar on March 1, where TCI state agency staff shared updates on the TCI Program (TCI-P), including a Draft Model Rule and an Update on Public Engagement Planning. Staff also held discussions with DOEE to receive the agency perspective on these new developments, since the District of Columbia was one of the four signatories of the Memorandum of Understanding (December 21, 2020). On March 26, TCI also released a webinar on the TCI-P Allowance Market, Auctions, and Program Compliance.

In response to a data request, TPB staff provided documentation for converting MOBILE 6.2 vehicle types to MOVES vehicle types to DOEE.

TPB staff continued to conduct MOVES model tests to further refine greenhouse gas emissions modeling estimates for future studies. Staff also continued to explore different ways to model criteria pollutant emissions 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	\$2,164,394	\$106,574	56%	47

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Travel Surveys

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

Staff fielded RTS data requests from stakeholders.

Staff responded to an inquiry from Montgomery County planning staff on tabulations using the RTS data.

Staff provided input on the Regional Air Passenger Survey Response Rate and Quality Study.

In support of the Travel Forecasting and Emissions Analysis Team, staff provided clarification about the use of various RTS resources including the RTDC RTS Tabulations and Technical Documentation.

Staff participated in monthly meetings with the Regional Air Passenger Response Rate and Quality Study Technical Advisory Committee.

Staff participated in biweekly meetings with the Gen3 Model Development Team.

Staff delivered a briefing on the RTS to the Transportation Planning Board on March 17.

Staff delivered a briefing on the RTS to the Maryland MPO Roundtable on March 26.

Staff delivered announcements on RTS resources (e.g., Technical Documentation, RTDC RTS Tabulations, Public File) to the Cooperative Forecasting and Data Subcommittee, Commuter Connections Subcommittee, Bicycle and Pedestrian Subcommittee, Regional Public Transportation Subcommittee, Travel Forecasting Subcommittee, and the Planning Directors Technical Advisory Committee.

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

Staff provided insight and expertise on interpreting the results of the Voices of the Region Survey.7.2 Traffic Analysis Studies and Research

Staff served on the selection panel for the Transportation Land Use Connections Program.

In support of the Systems Performance Planning Team, reviewed the draft Pandemic Transit Equity Study.

In support of the Travel Forecasting and Emissions Analysis Team, staff:

- Reviewed and provided comments on a description of the Population Synthesizer.
- Participated in biweekly meetings with the Gen3 Model Development Team.

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 updated information and made several presentations during the period. Staff made a presentation on COVID-related regional impacts to the COG Board and began preparing a similar presentation that will be made to the National Capital Planning Commission in April on regional transportation impacts.

RTS Stakeholder Question Project

Staff performed analysis and developed initial short pieces in responses to questions submitted by regional stakeholders about the Regional Travel Survey (RTS) findings. In the next step, the project manager will review and provide input on the draft responses.

Traffic Trends

Staff processed and analyzed the December 2020 enplanement data from the region's major airports and shared the results with the TPB Planning Data and Research Program Director for inclusion in a presentation to the TPB on the Transportation Impacts of the COVID-19 Pandemic in the National Capital Region.

Staff finalized tables and charts showing data from automatic non-motorized counters in Arlington. This served to identify inconsistencies in the data and to better understand how the pandemic is affecting non-motorized travel when compared with previous years.

Staff worked as a team to perform technical analysis of various Regional Travel Survey (RTS) data items to answer questions from regional stakeholders about the RTS findings. The analysis was done using SAS and the draft findings were displayed in a series of tables and charts.

Big Data in Regional Travel and Mobility Analyses

An amendment was executed for a new task to update the final report with additional Big Data Source, findings from when the contractor facilitated meeting with agency stakeholders, process and findings from meeting with COG/TPB directors, program managers, and potential Big Data Users, and recommendations for an actionable path toward Big Data procurement for COG/TPB.

Transportation Data Dashboard

Staff continued testing various data visualization tools that can be used to support elements of the transportation data dashboard.

7.3 Regional Transportation Data Clearinghouse (RTDC)

Staff gave an overview and demonstration of the RTDC at the Cooperative Forecasting & Data Subcommittee held on March 9.

Staff responded to a question from Fairfax County staff regarding the availability of the walkshed data for high capacity transit (HCT) stations.

Staff attended a meeting on March 24 facilitated by National Park Service (NPS) staff to discuss a D.C. area coordinated regional non-motorized traffic count program.

Staff identified traffic data source links for screenline links on which traffic counting stations do not exist. Staff populated screenline links with 2016-2018 traffic volume and related data. In addition, staff developed a list of screenline links for which traffic data could not be located for review by TFEA team staff.

Staff requested and received January and February 2021 traffic data from continuous counting stations (CCS) in Maryland, Virginia, and the District of Columbia.

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

Staff added the following Regional Travel Survey (RTS) material to the RTDC: *Regional Travel Survey (RTS) Tabulations*, and *Regional Travel Survey (RTS) Technical Documentation*.

7.4 GIS Data, and Analysis

Staff attended and participated in the Maryland State Geographic Information Committee (MSGIC) meeting held on March 10.

Staff participated in the Association of Metropolitan Planning Organizations (AMPO) GIS & Data Visualization Working Group Coffee Chat held pm March 4.

Staff participated in Q1 AMPO GIS & Data Visualization Working Group Webinar held on March 31.

Staff met with staff from the Northern Virginia Transportation Commission (NVTC) on March 11 to discuss COG/TPB's land use and planning datasets.

Staff met with a consultant from Dewberry to discuss spatial data availability and COG's general GIS organizational environment in relation to the COG Food/Water Supply Project.

Staff planned and participated in the March 16 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, DC HSEMA staff discussed the use of GIS in Inauguration preparations and COG/TPB staff discussed the development of a new regional vaccination web mapping application.

Staff created a draft map of bicycle and pedestrian projects in TPB's Project InfoTrak (PIT) database. Staff compared spatial data exports to the tabular data to identify gaps and inconsistencies. Staff gave a briefing on the map development and reported findings from the data analysis at the March 16 meeting of the Bicycle and Pedestrian Subcommittee.

Staff attended the Systems Performance, Operations and Technology Subcommittee (SPOTS) and Vehicle Probe Data Users Group (VPDUG) joint meeting held on March 18.

Staff reviewed the draft scope of work (SOW) prepared by Systems Performance team staff for a task order to TPB's on-call consultants to conduct a Pandemic Transit Equity Study.

Staff continued to work with Prince George's County Department of Public Works and Transportation (DPWT) and Planning staff refine the county's submitted bicycle and pedestrian project spatial data.

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

Staff met with TPB's PIT database contractor, EcolInteractive to discuss data discrepancies in the bicycle and pedestrian data in the PIT and to develop a plan to execute additional bulk spatial data imports to the PIT.

Staff continued to participate in meetings with the Travel Forecasting and Emissions Analysis Program team and their contractor, RSG, to assist with data needs for Gen3 Model development.

Staff transmitted a geodatabase, Excel workbook and memorandum to TPB’s consultant (RSG) working on the Gen3travel model. These deliverables contain and explain the spatial data on parks and other open space to be used in the development of the Gen3 model

Staff continued to support Commuter Connections staff with updating the Bike to Work Day web map used on COG’s Bike to Work Day (BTWD) website (biketoworkdaymetrodc.org). Staff processed change request as received. The BTWD map was available at the time event registration opened (first week of March).

Staff provided feedback to the Commuter Connections team on their Draft Regional Paper Bike Map

At the request of COG’s Public Safety and Health Preparedness chief, staff produced an interactive web mapping application showing regional COVID-19 mass vaccination sites. Staff continues to work with Department of Homeland Security and Public Safety staff to update map content as it becomes available.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING	\$1,530,943	\$115,199b	47%	51

8. SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING

8.1 Socioeconomic Forecasting

Review of initial draft Round 9.2 Cooperative Forecasts

DCPS staff, the Cooperative Forecasting Subcommittee and Planning Directors Committee received and reviewed initial draft Round 9.2 Cooperative Forecasts. DCPS staff noted that 10 COG member jurisdictions have elected to update their Forecasts but the changes are incremental and will not significantly affect the regional Forecast totals. The Cooperative Forecasting Subcommittee and the Planning Directors Committee both approved the draft Round 9.2 Forecasts at their respective meetings for use by the TPB in the upcoming Air Quality Conformity Analysis. During March, DCPS staff briefed the TPB Technical Committee and the Travel Forecasting Subcommittee on the new draft Forecasts. DCPS received the final jurisdictional data transmittal and was working with staff to make small adjustments to the data file. DCPS will wrap up review of the the draft 9.2 file and transmit to DTP staff in early April.

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. DPCS Director Paul DesJardin presented the COVID impacts PowerPoint to the COG Board of Directors at their March 10 meeting. At their February meeting, members of the Planning Directors Committee agreed to focus each monthly meeting during 2021 on estimating COVID impacts to topics like office space usage, housing production, and telework – all which could influence future Cooperative Forecasts. Co-Chairs Gwen Wright and Karl Moritz led the March 19 Planning Directors discussion focused on ‘Public Space and Public Engagement’. DTP staff will be planning and hosting the April meeting focused on “Transportation”.

Housing Targets update

To assist with preparation of small-area housing Forecasts, DCPS staff completed and presented the 2019 Multi-family Rental Housing Report using the CoStar database that is also the source of the annual Commercial Construction report. The report noted that new construction was primarily in the core and near Metrorail stations and that NoMa, Southwest Waterfront, Silver Spring and Tysons all had significant multifamily construction in 2019. Separately, COG staff noted that the incremental increase in housing units in the initial draft Round 9.2 Forecasts has narrowed the gap very slightly towards the COG Board Housing Targets, but current housing unit production overall is far below the need identified, indicating that the short-term (2025 and 2030) Board housing goals may likely be unattainable. At their January meeting, DCPS staff presented a 35-year analysis of regional and jurisdictional residential permitting trends to the Planning Directors. Committee members again noted that housing permits – as a leading indicator of actual production – are significantly below the COG Board targets.

8.2 Scenario Planning

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

The project manager coordinated internally to continue to build a vision for the workshops to be held later in the Spring.

The project manager and consultant identified dates and times for the two workshops and discussed an initial agenda.

Staff reached out to peer MPOs to encouraged them to complete a questionnaire about their experience with Scenario Planning.

The consultant conducted phone interviews with three MPOs upon request to help expedite filling out the questionnaires.

The consultant compiled a spreadsheet of tabular data from the survey results.

The project manager and consultant contemplated conducting three extended case studies. Due to the extensiveness of the questionnaire, it was mutually decided to complete the memo with the existing input for the memo on scenario planning activities at peer MPOs.

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

Staff participated in a Vision Eval workshop.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILITY AND ENHANCEMENT PROGRAMS	\$624,450	\$19,854	34%	55

9. MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Staff participated in the selection committee for the Maryland Transit Administration’s 5310 Enhanced Mobility solicitation.

Staff responded to CRRSAA applicant questions up to the deadline of March 24 at 3pm.

Staff reviewed applications received under the CRRSAA solicitation and began preparing materials for Selection Committee.

9.2 Transportation Alternatives Set-Aside Program

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

9.3 Transportation Land-Use Connections Program

The application period for the FY 2022 round of TLC projects closed on March 8. The TPB received 27 applications for a total funding request of \$1,645,000. This year \$600,00 is available for the program. In March, the TLC selection panel reviewed and scored the applications. At a meeting on March 29, the panel selected 11 applications to recommend for funding. The recommendations were scheduled to be presented to the TPB Technical Committee on April 2. The TPB is scheduled to approve them on April 21.

Staff released a Request for Proposals (RFQ) in February for consultant support for the TLC Program. This RFQ will update the consultant procurement process for TLC. The RFQ deadline was March 22. COG received 28 submissions. Staff sent the submissions and review instructions to members of a Technical Selection Committee (TSC) on March 25. The deadline for the TSC evaluations is April 26. Through this RFQ, COG/TPB will qualify a limited number of consultants who will each be awarded a contract that will provide them the opportunity to compete for task orders for individual TLC projects.

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

- North Capitol Cloverleaf Urbanization Study (DC) - The consultant held a concept development workshop for DCOP and DDOT on 3/25.
- Public Space Activation Playbook (DC) - The consultant and jurisdiction are preparing for a project meeting on 4/5 to review the best practices summary, draft materials matrix, and select a layout for the guide.
- Pedestrian Overpass MD214 Feasibility Study (Bowie) - The consultant is finishing up the first draft of the report.
- Rails with Trails Phase 3 Bypass Design (City of Frederick) - The consultant prepared a 15% design layout and typical sections for 2 alternatives along MD 26.
- Visually Impaired Urban Navigation (Montgomery County) - Consultant developed and analyzed preliminary results of a survey specific to the segment MCDOT has decided to focus on for the pilot design aspect of the project (Fenton Street between Thayer and Ellsworth, includes the Purple Line station at Silver Spring Public Library) The consultant also coordinated field interviews with stakeholders from the American Council for the Blind, National Federation for the Blind, WMATA, among others.
- Cool Spring & Adelphi Road Ped & Bike Access Improvement (Prince George's County) - The consultant completed a topographic survey and concept of new sidewalk and traffic calming for the County to review.
- Riggs Road Neighborhood Bicycle Boulevards (Prince George's County) - Consultant completed a Riggs Road - Langley Park Area Neighborhood Bicycle Boulevard Existing conditions report. Consultant and jurisdiction staff held a public meeting to hear feedback on this report and the pedestrian/biking needs of residents round this area.
- Maple Avenue Complete Street Design (Takoma Park) - A second focus group meeting was held on 3/18 and a public meeting was held on 3/30.
- Low-Income Fare Pass Assessment (Alexandria) - Consultants continued work on different iterations to the technical report on fare subsidies. They are specifically focusing in compiling more information about time of day variation in fares and different type of discounts that other agencies have used in the past.
- Micro-Mobility Transit Hub Prototype (Arlington County) - Consultant held virtual meetings with jurisdiction to determine pilot location and preferred mobility hub elements. Consultant began creating information sheets for mobility hub elements and site concept design for the pilot location.

- Curb Space Allocation Tool (Arlington County) – Consultant continues to work on inputs to the Curb Space Allocation Tool and model logic.
- Trail Connection – Co Parkway & Cross Co Trail (Fairfax County) – Consultant completed an existing conditions report and held a coordination meeting on 3/16 with the jurisdiction.
- Fairfax Circle Visioning and Multimodal Intersection (City of Fairfax) – Consultant and jurisdiction met on 3/15 to discuss initial public engagement effort to inform Vision Statement. Consultant began drafting language for Vision Statement and supporting goals.
- Shared Micromobility Feasibility Study (Herndon) – The consultant continues to evaluate impacts, opportunities, and general viability of integrating a Herndon micromobility system into other local and regional shared micromobility systems, particularly Fairfax County.
- Peak Hour Express Bus and HOV Feasibility (Prince William County) - Progress conference calls were held with the consultant and county staff on 3/11 and 3/25. Consultant completed memo for Task 2. Data analysis for Task 3 is underway.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB SUPPORT AND MANAGEMENT	\$858,369	\$52,718	51%	57

10. TPB SUPPORT AND MANAGEMENT

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

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

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

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

- Participation in the STWG, TPB Technical Committee, TPB Steering Committee, TPB’s Citizen’s Advisory Committee and the TPB Board meetings.
- Metropolitan Washington Air Quality Committee

Other additional activities for the TPB Staff Director for the month of March FY 2021 Includes

Telephone / Web Ex / Microsoft Teams Communications:

- Major Metros: Weekly – COVID-19
- CAO’s Monthly
- Washington Post Interview – Luz Lazo
- Post Pandemic – Recovery & Adaption Work Activity
- AQ Planning in DC Region
- DC Council – MWCOG Performance Hearing
- FY 22 COG & CEA Program Budgets Review
- TPB Climate Change Mitigation Study (CCMS) - Briefing
- Climate, Energy & Environment Policy Meeting
- Ozone SIP Regional Planning

UPWP

The UPWP Activities include:

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

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

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	\$2,055,007	\$18,339	7%	59
District of Columbia	\$294,366	\$320	16%	59
Maryland	\$807,806	\$384	3%	61
Virginia	\$578,978	\$16,545	12%	63
WMATA	\$373,857	\$1,088	2%	65

11. TECHNICAL ASSISTANCE

11.1 District of Columbia

Program Development, Data Requests and Miscellaneous Services

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

Staff participated in a meeting with DDOT to discuss a concept for the FY 2022 Technical Assistance Program.

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 reached out to MDOT about a request for support from the Regional Travel Survey.

Transportation / Land Use Connections Program

As part of the Transportation/Land-Use Connections Program, five technical assistance projects in Maryland were fully or partially funded through the Maryland Technical Assistance Program. See TLC item above for further details about the TLC Program.

11.3 Virginia

Program Development, Data Requests, and Miscellaneous Services

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

For the I-395 and I-66 Mode Share Study, the Technical Assistance Program set up a meeting to discuss this project with the staff who will perform the technical analysis for this project.

Staff reached out to start identifying projects and plans for the FY 2022 Technical Assistance Program.

Travel Monitoring and Survey

Non-Motorized/Active Transportation Counts

Staff reviewed and accepted the final fall 2020 video and non-motorized count file summary submissions from the contractor.

Staff worked with VDOT staff to identify the spring 2021 non-motorized count locations and counting parameters and developed a task order for the traffic monitoring consultant.

Sub-Regional Planning Study

Park and Ride Study

The consultant, VDOT, and COG/TPB participated in a regular monthly check-in meeting. Staff reviewed and provided feedback on two memos on the following topics: (1) future technology and mobility vision for Northern Virginia Park and Ride Facilities, and (2) Park & Ride Planning & Funding. Staff provided language to be added to the Park & Ride Map about the Commuter Connections program. Staff reviewed and processed an invoice for this project.

Transportation / Land Use Connections Program

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

11.4. Regional Transit

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

Staff communicated with MDOT MTA staff about House Bill 1236 which requires MDOT MTA to enter good faith negotiations to implement a pilot program for MARC Train service into Northern Virginia. Staff discussed how to connect MDOT to the former members of the Technical Advisory Committee for the MARC-VRE Run Through Service Market Assessment and Technical Considerations Study.

Transit Within Reach

Staff prepared draft web language about the program, drafted the abstract, and draft the application for the program. Staff shared this with the Regional Transit Account Representative as well as the Director of Transportation. Staff reached out to Communications to discuss launching a webpage for the program. Staff began to identify potentials member of the selection panel.

High Capacity Transit Map

Staff met with the representative for the Regional Transit Account on March 31 to discuss the proposal for the high-capacity transit map. Following the meeting the proposal was updated.

Transportation / Land Use Connections Program

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

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAMContinuous Air System Planning Program

Staff prepared the FY2021-2025 ACIP funding table and associated project narratives for submission to the Federal Aviation Administration (FAA). Following approval from the March COG Board Meeting, staff will submit the CASP 36 grant application to the FAA. Due to the decision not to conduct the Washington-Baltimore Regional Air Passenger Survey in the fall of 2021, an Air Cargo Study will instead be conducted during that time. As such, CASP program staff met with COG-TPB staff who specialize in freight / cargo planning to discuss study collaboration possibilities.

Comprehensive Regional Air System Plan Update – Phase 3

The scheduled February 17 TPB presentation of the priority airport ground access projects resulting from the Comprehensive Washington-Baltimore Regional Air System Plan (RASP) Report was postponed to the March TPB meeting.

Survey Response Rate and Quality Study

ICF provided a report back to the Technical Advisory Committee (TAC) on key findings from the stakeholder meetings conducted. Staff submitted the data and other content for the longitudinal analysis element of the study to ICF.

Process 2019 Air Passenger Survey - Phase 2

Staff continued making modifications to the 2019 Washington-Baltimore Regional Air Passenger Survey Geographic Findings Draft Report as comments were received by members of the Aviation Technical Subcommittee.

PROGRESS ON PLAN PRODUCTS

BIG DATA IN REGIONAL TRAVEL AND MOBILITY ANALYSES

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

Transportation Data Dashboard

- Completed kickoff meeting
- Tools evaluation under way

Coordinated Human Services Transportation Plan

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

Develop Regional Safety Study Final Report

- Estimated completion in May 2021.

Develop and Implement the Regional Safety Program

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

Bicycle and Pedestrian Plan Update

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

National Capital Regional Trail

- The current version of the trail map was approved and published in July 2020. An annual update to the map is anticipated in mid-CY 2021.

Transit Access Focus Areas

- Completed: July 2020

Public Participation Plan

- Draft plan released for 45-day public comment period: August 25, 2020
- TPB approval: October 2020

Opinion Survey for Visualize 2045

- Survey instrument and methodology developed: July-August 2020
- Respondents complete survey: September-October 2020
- Sneak-peak findings released: January 2021
- Presentation of findings to the TPB: February 2021
- Anticipated report finalization; March 2021

Qualitative Research (Focus Groups) for Visualize 2045

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

FY 2021 TRANSPORTATION PLANNING BOARD

COG/TPB BUDGET EXPENDITURE SUMMARY

March 2021

	DC, MD and VA FTA, FHWA and LOCAL BUDGET TOTAL	FUNDS EXPENDED	BILLED THIS MONTH	% FUNDS EXPENDED
1. Long-Range Transportation Planning				
Long - Range Transportation Planning	1,085,010.00	784,986.76	105,073.93	72%
SUBTOTAL	1,085,010.00	784,986.76	105,073.93	72%
2. Transportation Improvement Program				
Transportation Improvement Program	268,483.00	162,405.64	19,312.08	60%
TIP Database Support	170,000.00	152,642.00	12,851.00	90%
SUBTOTAL	438,483.00	315,047.64	32,163.08	72%
3. Planning Elements				
Congestion Management Process	604,501.00	241,229.38	30,812.37	40%
Systems Performance, Ops & Tech Planning	806,686.00	365,650.68	45,441.20	45%
Transportation Emergency Preparedness Planning	124,046.00	60,396.74	7,661.52	49%
Transportation Safety Planning	258,367.00	163,519.81	23,675.68	63%
Bicycle & Pedestrian Planning	151,252.00	120,957.55	13,711.41	80%
Regional Public Transportation Planning	368,910.00	199,881.35	22,577.14	54%
Freight Planning	190,466.00	105,345.50	11,350.95	55%
Metropolitan Area Transportation Operation Coord Program Planning	168,289.00	85,039.80	6,716.21	51%
Performance-Based Planning & Programming	280,399.00	169,386.94	25,220.90	60%
SUBTOTAL	2,952,916.00	1,511,407.74	187,167.37	51%
4. Public Participation				
Public Participation	1,018,896.00	811,905.48	83,996.14	80%
SUBTOTAL	1,018,896.00	811,905.48	83,996.14	80%
5. Travel Forecasting				
Software Support	198,271.00	122,808.25	14,009.75	62%
Network Development	999,084.00	692,820.49	100,725.35	69%
Model Development	2,649,137.00	992,194.64	127,940.73	37%
SUBTOTAL	3,846,492.00	1,807,823.38	242,675.83	47%
6. Mobile Emissions Planning				
Air Quality Conformity	849,138.00	616,173.27	78,725.52	73%
Mobile Emissions Analysis	986,454.00	612,686.27	85,654.14	62%
SUBTOTAL	1,835,592.00	1,228,859.55	164,379.67	67%
7. Travel Monitoring and Data Programs				
Regional Travel Survey	354,495.00	298,143.49	25,487.42	84%
Traffic Analysis & Research	866,343.00	242,471.35	16,189.11	28%
Regional Transportation Data Clearinghouse	326,086.00	240,234.35	16,018.22	74%
GIS Analysis	617,470.00	429,709.62	48,880.09	70%
SUBTOTAL	2,164,394.00	1,210,558.81	106,574.84	56%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,032,477.00	583,288.60	77,224.71	56%
Scenario Planning	498,466.00	141,273.54	37,975.04	28%
SUBTOTAL	1,530,943.00	724,562.13	115,199.75	47%
9. Mobility and Enhancement Programs				
Transportation and Land Use Connections Program	353,274.00	135,991.45	12,116.31	38%
Enhanced Mobility Grant Program	37,693.00	56,797.70	6,902.19	151%
Transportation Alternatives Set-Aside Programs	233,483.00	17,212.99	836.22	7%
SUBTOTAL	624,450.00	210,002.13	19,854.72	34%
10. TPB Support and Management				
TPB Support and Management	858,369.00	439,719.32	52,718.56	51%
SUBTOTAL	858,369.00	439,719.32	52,718.56	51%
SUBTOTAL CORE PROGRAM ITEMS 1-10	16,355,545.00	9,044,872.94	1,109,803.89	55%
TECHNICAL ASSISTANCE				
District of Columbia Technical Assistance	294,366.00	46,153.80	320.29	16%
Maryland Technical Assistance	807,806.00	24,213.64	384.33	3%
Virginia Technical Assistance	578,978.00	72,054.80	16,545.48	12%
WMATA Technical Assistance	373,857.00	7,694.03	1,088.93	2%
Technical Assistance Program Total	2,055,007.00	150,116.27	18,339.04	7%
TPB GRAND TOTAL	18,410,552.00	9,194,989.21	1,128,142.93	50%

**FY 2021 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

March 2021
SUPPLEMENT 1

	TOTAL AUTHORIZED BUDGET	TOTAL EXPENDITURES	FTA/STA/LOC AUTHORIZED BUDGET	FTA EXPENDITURES	PL FUNDS/LOC AUTHORIZED BUDGET	FHWA EXPENDITURES
A. District of Columbia Technical Assistance						
Program Development & Misc	10,000.00	4,792.39	870.95	417.39	9,129.05	4,375.00
Traffic Counts & HPMS Support	245,000.00	41,361.41	21,338.26	3,602.37	223,661.74	37,759.04
DC Technical Assistance	39,366.00	0.00	3,428.58	0.00	35,937.42	0.00
SUBTOTAL	294,366.00	46,153.80	25,637.79	4,019.76	268,728.21	42,134.04
B. Maryland Technical Assistance						
Program Development & Misc	15,000.00	3,413.65	1,306.42	297.31	13,693.58	3,116.34
Planning Studies	100,000.00	0.00	8,709.50	0.00	91,290.50	0.00
Feasibility/Special Studies	50,001.00	9,857.34	4,354.83	858.52	45,646.17	8,998.82
Transportation Performance Measures	50,001.00	0.00	4,354.83	0.00	45,646.17	0.00
Training, Misc and Tech Support	100,000.00	0.00	8,709.50	0.00	91,290.50	0.00
Transportation/Land Use Connection Program	260,000.00	10,942.64	22,644.69	953.05	237,355.31	9,989.59
Other Tasks	232,804.00	0.00	20,276.05	0.00	212,527.95	0.00
SUBTOTAL	807,806.00	24,213.64	70,355.83	2,108.89	737,450.17	22,104.75
C. Virginia Technical Assistance						
Program Development & Misc.	15,000.00	4,552.99	1,306.42	396.54	13,693.58	4,156.45
Travel Monitoring	190,001.00	12,775.49	16,548.13	1,112.68	173,452.87	11,662.80
Travel Demand Modeling	100,000.00	11,259.97	8,709.50	980.69	91,290.50	10,279.28
Sub-regional Planning Studies	62,000.00	37,322.35	5,399.89	3,250.59	56,600.11	34,071.76
Other Tasks	51,977.00	0.00	4,526.93	0.00	47,450.07	0.00
Transportation Land Use Connections	160,000.00	6,144.00	13,935.19	535.11	146,064.81	5,608.89
SUBTOTAL	578,978.00	72,054.80	50,426.06	6,275.61	528,551.94	65,779.19
D. WMATA Technical Assistance						
Program Development & Misc	5,001.00	3,744.58	5,001.00	3,744.58	0.00	0.00
Other Tasks	191,130.00	0.00	191,130.00	0.00	0.00	0.00
SUBTOTAL	373,857.00	7,694.03	373,857.00	7,694.03	0.00	0.00
GRAND TOTAL	2,055,007.00	150,116.27	520,276.68	20,098.29	1,534,730.32	130,017.98