

FY 2022



National Capital Region
Transportation Planning Board

Work Program Progress Report

October 2021

FY 2022

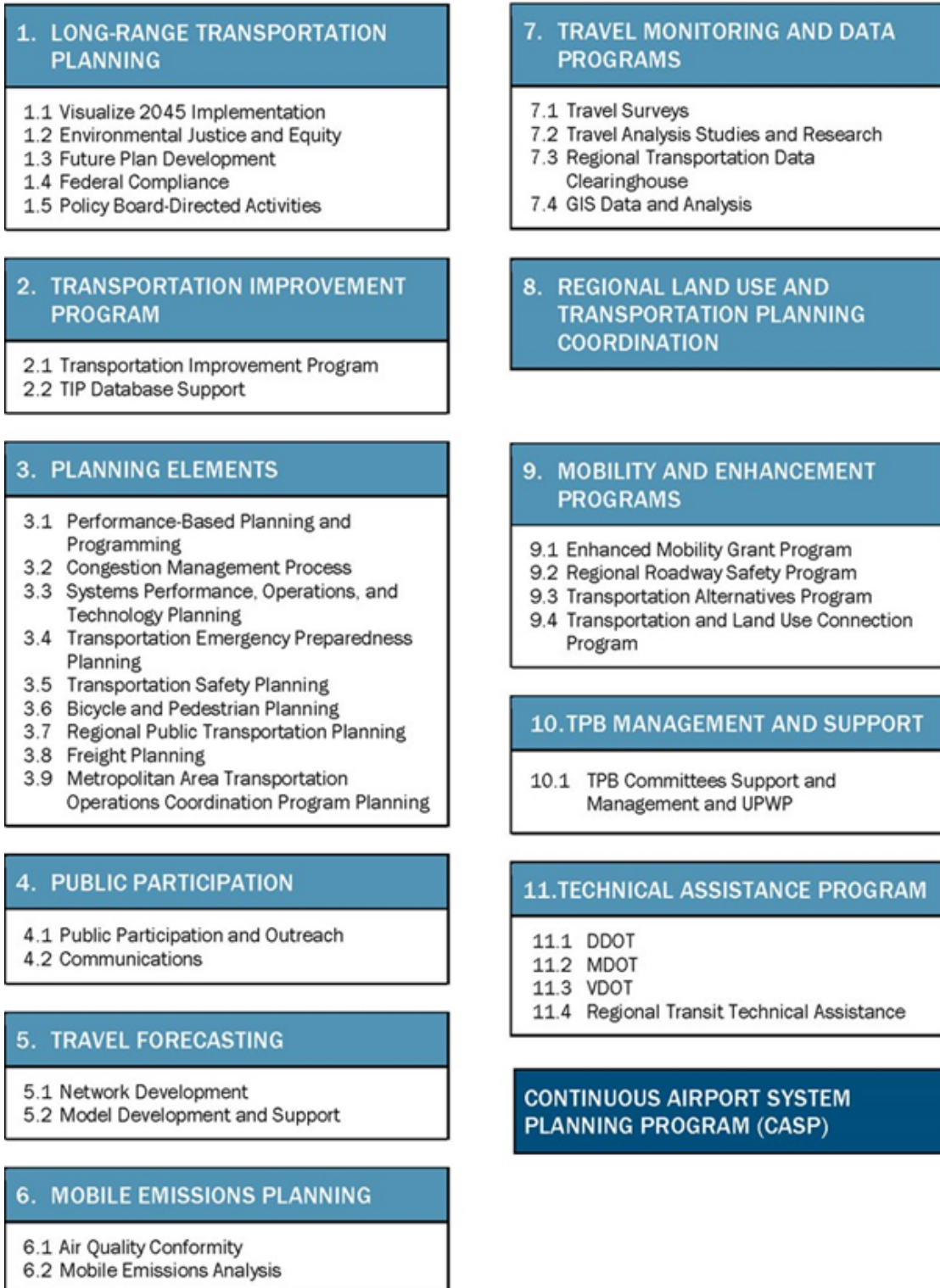
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 NORTH CAPITOL STREET, N.E., SUITE 300

WASHINGTON, D.C. 20002-4239

MAIN 202/962-3200 | FAX 202/962-3201 | TTY 202/962-3212 | [HTTP://WWW.MWCOG.ORG](http://www.mwco.org)

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



Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	\$1,095,434	\$60,703	29%	35

1. LONG-RANGE TRANSPORTATION PLANNING

Task 1.1 – Visualize 2045 Implementation

Staff that manages the long-range transportation plan activities worked with the public participation team to complete a review and qualitative analysis on the responses received to the socially distant public engagement activity ‘Aspiration to Implementation’ that ended at the end of August 2021. Staff developed an outline for the report on this activity. This activity both implements the most recent plan and supports development of the plan update. Staff also continued working with the public involvement and GIS team to produce a Storymap about the Voices of the Region outreach and what TPB learned from this outreach.

Staff coordinated with COG to share the animated videos that were produced in FY 2021 to support awareness and implementation of the Aspirational Initiatives.

Task 1.2 – Environmental Justice and Equity

Staff continues tracking the release of the new census data in order to update its Equity Emphasis Areas used to support the EJ analysis of the plan.

Staff have been developing an outline and approach to produce an equity-focused whitepaper to support regional planning.

Staff continued to participate in COG-led equity training activities.

Task 1.3 – Future Plan Development

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

Staff continued to develop the LRTP, including producing and revising text, producing a page-by-page storyboard to manage spacing of content in the plan, producing charts, graphs and other graphics for integration by the consultant design team. The staff held a series of meetings with the design firm to continue the layout the plan. Several chapters (1, 2, 3, 5) were laid out in October. Staff reviewed and revised chapters working with SMEs and the consultants.

Staff integrated updates and comments from the technical members on the draft TPB Resiliency study whitepaper and memorandum. This effort document regional climate resiliency/stormwater planning and identify regional strategies for resiliency/stormwater management through transportation projects and program. The TPB staff moved toward finalizing the document based on this review and intend to publish the whitepaper late November or early December 2021.

Staff updated the Visualize2045.org website as needed to maintain a current site.

Staff coordinated with the public participation team to finalize the Voices of the Region Focus Group Report and plan public comment and outreach activities for the LRTP for the spring of 2022.

Staff began work on drafting the financial plan appendix for the Visualize 2045 document, and continued with the development of other plan appendices including the summary of projects, the transit development plan the federal requirements checklist, and others.

1.4 – Federal Compliance

There were no activities this month.

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.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$466,962	\$54,742	32%	37

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1 Transportation Improvement Program (TIP)

During the month of October, staff processed administrative modifications for 7 projects as requested by the District Department of Transportation. Staff continued to develop a work plan for the FY 2023-2026 TIP.

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 help desk support for staff and member agency users. Under an expanded contract for professional services, EcoInteractive developed and refined further customizations of the software platform, including: enhancements to the TIP Project Overview report (standard TIP document tables) - removing unnecessary page breaks and reorganizing project data in a more logical order, fixing the CMP report allowing it to be run on both LRTP and TIP projects, creation of a new report that presents the narrative change summary that accompanies each amendment in a table format, and further refinements to a new Project Description report.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$2,768,270	\$135,858	23%	39

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff worked on PBPP content for the 2022 version of the Visualize 2045 long range transportation plan and the FY 2023-2026 TIP. Staff presented the draft annual Transit Safety targets to the Technical Committee and TPB. A final report and briefing materials were prepared.

TPB staff worked on updates to highway asset performance data for pavement and bridge condition. Staff attended two sessions with FHWA on Training for Transportation Performance Management (TPM) target setting and monitoring, evaluation and adjustment of targets, organized by DDOT.

3.2 Congestion Management Process

Staff contributed analysis of traffic and transit impacts of the COVID-19 pandemic and precautions, including analysis of data for pre- and post-Labor Day holiday weekend periods, as part of a presentation at the October 1, 2021 TPB Technical Committee meeting.

The October 7 meeting of the Vehicle Probe Data Users Group was organized and conducted, discussing University of Maryland research on queue prediction monitoring based on probe data, and well as university work on pie charts summarizing the causes of congestion based on probe data.

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

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

3.3 Systems Performance, Operations, and Technology Planning

Building on late FY 2021 activities, staff continued development of a strawman set of TPB Connected and Automated Vehicle (CAV) principles toward TPB review and approval in fall 2021. The October 28, 2021 virtual meeting of the Systems Performance, Operations, and Technology Subcommittee was organized and conducted, discussing the Relay automated shuttle pilot program in Fairfax County, as well as updates on the development of TPB CAV principles and observations from analysis of traffic and transit impacts of the COVID-19 pandemic and precautions. The draft CAV principles were also presented and discussed at the October 14 TPB Community Advisory Committee meeting. Staff followed up on feedback from these committees.

3.4 Transportation Emergency Preparedness Planning

The October 13, 2021 virtual meeting of the Transportation Emergency Preparedness Committee (RESF 1) was organized and conducted, discussing current regional transportation emergency preparedness issues. Information was shared with the Committee regarding Metropolitan Area Transportation Operations Coalition (MATOC) and transportation agency response actions due to COVID-19.

3.5 Transportation Safety Planning

The regularly scheduled October 12, 2021 meeting of the Transportation Safety Subcommittee was organized and conducted. The agenda included a briefing on new research for setting speed limits and an update on the Regional Roadway Safety Program.

Staff held planning sessions on October 5 and 19, 2021 with the Transportation Safety Subcommittee Chair to identify topics and speakers for future Safety Subcommittee meetings.

Staff prepared a memo that compiled roadway safety updates from MDOT, VDOT, and DDOT safety officials included in the Director's Report for the October 20, 2021 Transportation Planning Board meeting.

Staff continued to collect the data needed for the development of this year's Regional Highway Safety Targets.

3.6 Bicycle and Pedestrian Planning

Staff continued work on the draft Bicycle and Pedestrian Plan for the National Capital Region.

Staff collaborated with member agencies to eliminate duplicate records and map missing projects in the bike/ped project database. Most of the incorrect, incomplete, and duplicate records were corrected.

Staff organized and promoted a webinar on Best Practices in Pedestrian Enforcement scheduled for November 9, 2021.

Staff provided an update on the upcoming Fall Street Smart campaign to the Maryland Pedestrian Bicycle Emphasis Area Team meeting at their October 27, 2021 meeting.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee met in October. The agenda included presentations on the Ride On Reimagined study scope of work, by Montgomery County, and the Blue/Orange/Silver Corridor Capacity & Reliability study and the High Cost Of Low Bus Speeds study, both by WMATA. TPB staff then reported on the FTA Climate Challenge Pledge and presented an analysis of primary transit corridors traffic trends.

Staff prepared briefing materials and presented to the Technical Committee and TPB on bus transit service equity and on fare relief.

Staff worked on transit elements for the 2022 version of the Visualize 2045 long range transportation plan, including a summary of transit development plans across the region.

Staff attended the regular monthly NVTC MAC and WMATA JCC meetings, and WMATA and MATOC TTF meetings following the Metrorail derailment. Staff attended NVTC's Zero Emissions Bus Symposium and a WMATA Regional Bus Priority meetings, and the Greater Washington Partnership briefing on their Capital COVID-19 Snapshot: Safe Return to Worksites update.

3.8 Freight Planning

The October 21, 2021 meeting of the TPB Freight Subcommittee was organized and conducted. The agenda included an overview of the Dulles Airport Master Plan, a presentation on BWI Airport's plans for cargo growth, and an update on the Air Cargo Element of the Comprehensive Washington-Baltimore Regional Airport System Plan.

Staff developed agenda items and secured speakers for the regularly scheduled November 18, 2021 meeting of the Freight Subcommittee. Staff held planning sessions on October 6, 13, 19, and 26 with the TPB Freight Subcommittee Chair to identify topics and speakers for future Freight Subcommittee meetings. Staff continued work to develop an RFP for consultant assistance to update the Regional Freight Plan in FY 2022.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

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

The second seasonal virtual meeting of the MATOC Severe Weather Coordination Working Group was organized and conducted on October 12, 2021, planning for the upcoming season's winter weather response coordination.

The regularly scheduled October 15 virtual meeting of the MATOC Steering Committee was organized and conducted, discussing communications, coordination, and Traffic Incident Management topics, as well as impacts of COVID-19.

A joint virtual meeting of the MATOC Transit Task Force and the MATOC Operations Subcommittee was organized and conducted on October 27, to discuss operational, traffic, and transit ridership impacts of COVID-19, and other operational issues.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$994,711	\$42,055	21%	45

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

The Community Advisory Committee (CAC) met on October 14 for an online-only meeting. At the meeting, the committee learned about the Enhanced Mobility Program, the development of policy principles related to connected and automated vehicles, and the TPB's Climate Change Mitigation Study of 2021.

Staff continuing working on a report summarizing a series of 11 focus groups conducted last winter with randomly selected residents about key transportation challenges facing the region. The findings and a final report on this research will be presented to the TPB in November of 2021.

Staff continued analysis of Phase II outreach for Visualize 2045, which provided open opportunities for public input. Phase I was invitation-only, focusing on public opinion research through quantitative research (opinion survey) and qualitative research (focus groups). The main activity for Phase II was the distribution of more than 40 posters and signs around the region that will display QR codes, which solicited input on the TPB's Aspirational Initiatives.

Staff continued work on a GIS storymap to summarize all the outreach activities conducted for Visualize 2045 – the survey, focus groups, and open outreach through QR code posters

An AFA meeting was not held in October. Staff began planning for the November 12 AFA meeting.

4.2 Communications

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

- **TPB study informed Alexandria's fare-free bus policy**
October 26, 2021
- **October TPB meeting centers on transit and equity**
October 26, 2021
- **COG adopts new transit and equity planning principles for 2030, announces Housing Affordability Planning Program with Amazon**
October 13, 2021

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

Recruitment was underway in October to replace the TPB's lead communications staff member who left COG in July.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$3,298,337	\$122,738	22%	47

5. TRAVEL FORECASTING

5.1 Network Development

Staff completed development of highway and transit network files for the 2025 and 2030 forecast years for the air quality conformity (AQC) analysis of the 2022 Update to Visualize 2045. Staff ran quality assurance checks and passed these files on for travel demand modeling. Staff exported and began review of a 2040 highway network and began coding a 2040 transit network for the conformity analysis. Staff investigated the toll modeling results from the 2025 and 2030 model runs and instituted a fix to the coding of toll group numbers in the highway networks. Staff also spotted a minor inconsistency in the toll setting algorithm and plan to fix it after the AQC analysis is complete.

In support of Gen3 Model development, staff continued development of a 2045 transit network for the Gen3 Model development effort. This work involves coding a transit network with four time-of-day periods (AM peak, midday, PM peak, and nighttime), which contrasts with the current practice of coding transit networks that reflect only two time-of-day periods (peak and off-peak). Both the 2045 network and a 2018 network will be used for Gen3 Model, Phase 1, sensitivity testing that is now expected to begin in December.

In support of the ongoing AQC analysis, staff also worked on a few enhancements to the COGTools network editor to facilitate network development activities. Specifically, staff instituted a bugfix associated with the batch update function of COGTools and addressed an issue of updating two-way links. Staff are worked on a few other enhancements. Staff plan to document these enhancements in a technical memorandum once they are complete.

Staff has been working on a major update of the COGTools user’s guide. Based on staff comments, staff prepared a revised draft, dated October 13, which is currently under internal review.

Staff started preparing tables and charts for the Ver. 2.4 Model Highway and Transit Network Report.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months. In October, staff prepared meeting highlights from September 24 TFS meeting and started preparing the agenda for the November meeting.

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

Leveraging the activity-based model ABM Visualizer tool that consultants developed to visualize modeling results from the Gen3 Model, staff explored visualizing modeling results from the Ver. 2.3/Ver. 2.4 Models in a similar way. Staff developed two prototype tools that visualize the TPB Planning Area summaries and view-from-space (VFS) summaries for the TPB Modeled Area, respectively. A group of staff tested the tools and reviewed the visualization results. Based on feedback, staff further optimized the visual effects for different screen sizes and distributed the final VFS visualizer tool for internal use.

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

Staff continued to explore the feasibility of replacing the outdated AEMS software with TRANSIMS ModeChoice for the mode choice modeling of the TPB’s Gen2 Travel Model. Staff tested the latest ModeChoice Version 7.5.7 software and shared the findings with AECOM, the developer of TRANSIMS ModeChoice, on October 4. AECOM provided feedback on some of the issues staff noted

in the testing. Subsequently, staff worked with AECOM in three interactive sessions to troubleshoot and debug. Staff also reinstalled Cube on the COG travel modeling servers, conducted additional tests and shared the findings with AECOM as part of this debugging effort. In the meantime, staff studied the documentation of TRANSIMS ModeChoice and created a table that compares the functional features of AEMS and TRANSIMS ModeChoice.

Staff continued to work on a Python script that staff created to process the Cooperative Forecasts of Land Use and prepare the land use inputs files for the travel demand model. Specifically, staff included Quality Assurance/Quality Conformity checks on the land use data and optimized the code following suggestions from senior staff. This Python script is expected to replace the existing, Cube-based land use data processing program for the next conformity cycle.

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

No activity.

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 (October 14 and 28).
- Staff requested and tested the random forest model that RSG used to impute part-time work status from the 2017-2018 COG/TPB Regional Travel Survey (RTS) for the Gen3 Model development. Staff provided feedback with questions to RSG. In the meantime, staff is also examining the workflow of this model to have a deeper understanding of the machine-learning-based method for survey data imputation.
- Staff provided feedback on the preliminary modeling results with estimated model coefficients at the October 14 check-in meeting. Following up on the COG comments, RSG uncovered and fixed an error in their model estimation work. RSG has now finalized the Phase 1 model estimation and is in the process of documenting this work.
- In support of Gen3 Model, Phase 1 validation, COG staff provided BMG and RSG the program files, inputs, and outputs from the year-2014 and year-2018 validations of the Version 2.4 Travel Model, which will be used for benchmarking the Gen3 Model validation results. Staff also helped BMG troubleshoot and resolve an issue running COG's highway validation script.

Per request from the COG management, staff studied the documentation and developed two tables that compare the TPB's production-use Generation 2/Ver. 2.4 Model, Generation 3 Model, and the upcoming Arlington County Tour-based Travel Model. Staff shared the two tables with Arlington County and Bentley (the consultant on the Arlington Model development project) for comments.

Software support

Working with COG's Information Technology (IT) Department, TPB staff continued to maintain the software and hardware used to conduct travel demand forecasting and mobile emissions modeling. Hardware includes travel model servers (TMS) and mobile emissions model workstations (MEMW) maintained at COG. Software includes Bentley Citilabs Cube, Python, Git/GitHub, R, MOVES, MySQL, MariaDB, and a travel speed post processor, implemented in Cube, for 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, including the 2022 Update to Visualize 2045 air quality conformity analysis.

Other activities

Staff serviced five data requests: Four requests were from consultants working for VDOT and MDOT-SHA. One request was for an academic. The requested data include the Ver. 2.3.78 and the Ver. 2.4

Travel Models, a loaded-link highway network file for 2019 in shapefile format from the Ver. 2.4 Travel Model.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays. Staff continued to work with other consortium members on the Phase 7 scoping of ActivitySim. Staff attended two special partners-only meetings on October 5 and 8 to discuss Phase 7 scoping issues. Staff also attended the October 21 ActivitySim monthly partners-only check-in meeting. At that meeting, staff invited consortium members to present at the upcoming TFS meetings regarding their experiences transitioning from a trip-based travel model to an activity-based travel model, especially related to the use of ActivitySim software. After the meeting, staff followed up with interested staff at the Atlanta Regional Commission (ARC) and Oregon Department of Transportation (ODOT) to schedule their presentations. Staff also called Southeast Michigan Council of Governments (SEMCOG) staff regarding a potential presentation in 2022 to share the Detroit region experience.

Staff attended the Arlington Countywide Travel Model General Training on October 26.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$2,039,172	\$145,930	28%	51

6. MOBILE EMISSIONS PLANNING

6.1 Air Quality Conformity

Staff continued to regularly attend coordination meetings related to scheduling tasks for the 2022 quadrennial update of the region’s Long-Range Transportation Plan, Visualize 2045, including the air quality conformity analysis, system performance, and environmental justice analysis.

Using the networks developed by staff, TPB modelers completed travel demand modeling and emissions modeling for analysis years 2021, 2023, and 2025. Staff also conducted review and reasonableness checks of the model results against the findings from previous analyses.

Staff began planning for the potential next 2024 “Interim” Long-Range Transportation Plan update, including discussion of work tasks and schedule.

6.2 Mobile Emissions Analysis

Staff continued to conduct activities related to the TPB Climate Change Mitigation Study of 2021 (CCMS). TPB staff continued to hold bimonthly meetings with the project consultant (ICF) regarding Phase II of the study, which will attempt to answer what it would take to reduce the on-road transportation-sector greenhouse gas emissions by 50% below 2005 levels by 2030 and by 80% below 2005 levels by 2050. In coordination with TPB staff, the project consultant drafted a report called “Task 5 Technical Documentation: Selection of Modeling Tools and Analysis Approach,” which documents the tools and methodology that are being used for the study. The report will be finalized in November. The project consultant also began to conduct preliminary analysis of the ten scenarios using the methodology and tools outlined in the Task 5 memorandum. TPB staff also presented an overview of the CCMS to the Community Advisory Committee (item #5).

COG’s 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). The TPB Technical Committee was briefed on the requirements for the 2015 NAAQS (item #10), which will include development of new motor vehicle

emissions budgets (MVEBs). DEP staff continued to facilitate discussions with the Metropolitan Washington Air Quality Committee – Technical Advisory Committee (MWAQC-TAC). MWAQC-TAC was briefed on the District of Columbia’s request to designate the 2020 ozone season data as exceptional, which could impact attainment and SIP planning (item #4). MWAQC-TAC (item #6) and MWAQC (item #3) were also provided with an update on the current ozone season, at which COG staff noted that eight ozone exceedances had been recorded for the entire ozone season, which could make it more challenging to attain the 2015 ozone NAAQS. MWAQC was also briefed on impacts of air pollution transport from upwind areas to metropolitan Washington (item #5).

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 response to a National Highway Traffic Safety Administration (NHTSA) proposal, TPB and DEP staff drafted a comment letter on behalf of MWAQC, the Climate, Energy and Environment Policy Committee (CEEPC), and TPB entitled, “Support for the Proposed Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks; Docket ID No. NHTSA-2021-0053.” TPB, MWAQC, and CEEPC support the proposed rulemaking, which is projected to result in GHG emissions reductions from the light-duty vehicles, and positive health and equity impacts. The TPB Steering Committee approved the comment letter, which was also included with the TPB materials (as a Steering Committee Action). The CEEPC Legislative Committee and MWAQC Executive Committee also approved the letter, while the TPB Technical Committee was briefed on the topic (Other Business). Following the approvals, the signed letter was submitted to NHTSA.

Upon finalizing the 2020 vehicle registration/vehicle identification number (VIN) decoding process based on the datasets provided to COG/TPB by the three state air agencies, TPB staff summarized and presented key findings to MWAQC-TAC (item #5). TPB staff also transmitted the decoded dataset to the three state air agencies.

In response to a request by the DTP Transportation Operations Programs staff, DTP staff estimated emissions reductions from the Car-Free Day and documented the methodology and rates in a memorandum.

TPB staff continued to be involved in the electric vehicle (EV) planning activities. Staff attended a Transportation Research Board (TRB) webinar called Air Quality Impact Models for Electric Vehicle Fleets and participated in an Electric Vehicle Workshop sponsored by the National Academies of Science, Engineering, and Medicine (NASEM).

TPB staff also continued to conduct MOVES model tests to further refine greenhouse gas emissions modeling estimates for future studies. Staff also continued to explore different ways to model criteria pollutant emissions to both maintain consistency with the recently released Version 2.4 Travel Demand Model and to introduce innovative new processes (e.g., machine learning).

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$2,141,001	\$70,269	18%	53

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Travel Surveys

Regional Travel Survey

Staff fielded RTS data requests from stakeholders.

Staff delivered a briefing on the RTS In-Depth Analysis to the TPB Technical Committee on October 1. Staff responded to a regional stakeholder's question about the RTS In-Depth Analysis presentation to the TPB Technical Committee.

Smartphone Panel Survey

Staff prepared the data files from the RTS Follow-On Smartphone Panel Survey (SPS) for post-survey data processing.

COVID-19 Literature Review

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

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

Staff reviewed and provided comments on the draft questionnaire for the 2022 State of the Commute Survey.

7.2 Traffic Analysis Studies, and Research

Transportation Impacts of the COVID-19 Pandemic

Staff continued to coordinate with other key organizational technical staff to prepare an examination of COVID-related regional impacts from a multisectoral perspective, including the transportation sector to better understand and describe the impacts to the region's transportation system from a broad context. Staff updated presentation slides with the latest information.

COVID-19 TRAVEL MONITORING SNAPSHOTS

Staff processed and analyzed the August and September 2021 traffic data from the region's continuous counting stations and enplanement data from the region's major airports to include in a snapshot showing the travel monitoring impacts of the COVID-19 Pandemic in the National Capital Region. In addition, staff provided 2021 year to date enplanement data at the region's airports for the existing conditions section of Visualize 2045. These data, along with other indicators, were used to develop, prepare, and deliver a presentation on the updated impacts of COVID-19 on the region to the TPB Technical Committee at its October meeting.

Big Data Evaluation

Staff delivered an update on the status of the Big Data Evaluation to the Technical Committee and Travel Forecasting Subcommittee at their October meetings. Staff also co-presented, along with its consultant, the Big Data Evaluation project and its findings to the annual conference of the Association of Metropolitan Planning Organizations (AMPO) in Scottsdale, AZ, in October.

RTS In-Depth Analysis Project

Staff delivered the first of four presentations to the TPB Technical Committee on the project. The project used RTS data items to answer questions from regional stakeholders. Staff prepared for the second presentation to be delivered to the TPB Technical Committee in November. Staff also developed slides for two additional presentations.

Transportation Data Dashboard

Staff continued to explore options for a transportation data dashboard.

Long Range Transportation Plan

In support of the Plan Development and Coordination Team, staff reviewed the draft Visualize 2045 existing conditions chapter and strategies chapter.

Equity and High-Capacity Transit focus

Building on the work to support the COG Board at its annual retreat in July, staff continued to develop maps and visualizations of the region's Equity Emphasis Areas (EEAs) and High-Capacity Transit (HCT). These materials were instrumental in supporting COG Board and TPB resolutions that were considered and adopted in October to optimize HCT station areas to promote development of transit oriented communities and elevate the use of EEAs in the region to incorporate equity into the work of COG and TPB.

Data Requests and Other Activities

Staff organized and participated in a follow-up meeting on Volpe and the National Park Service's conclusion of the reversible lanes program on the Rock Creek and Potomac Parkway. Volpe and TPB Modeling staff participated in this meeting to discuss potential resources to support the study.

Staff follow up with the Community Planner with the Joint Base Anacostia-Bolling provided him with information about continuous count station data as well as short-term counts.

Staff queried the Census to learn the latest estimate and rank for population in the Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area.

Staff completed a survey from the University of Illinois on MPO's needs regarding the Census Transportation Planning Package.

Staff conducted an internal debrief to discuss highlights from the 2021 Highway Information Seminar.

Staff updated and provided instructions on using a VBA program to quickly and efficiently merge tables into multiple reports for PBPP Pavement and Bridge Conditions.

Staff attended the following meetings, forums, and webinars: (1) Transformational Development: Breaking Down Barriers to TOD, (2) TPB Vehicle Probe Data Users Group, (3) Local Strategies for Equitable and Sustainable Transit Oriented Development, (4) Gen3 Model Check-in.

7.3 Regional Transportation Data Clearinghouse

Staff used the 2019 pavement and 2020 bridge data that they had previously processed to produce and refine tables and charts for Performance Based Planning & Programming (PBPP) purposes.

Staff used data from the region's continuous traffic counters to develop a factor to be applied to 2020 annual average daily traffic (AADT) and daily vehicle miles traveled (VMT) data to develop weekday figures. Staff documented this process and results in a memo to fellow TPB staff.

Staff populated the Regional Weekday Vehicle Miles Traveled (VMT) table with 2020 data from the District of Columbia, Maryland, and Virginia. Staff updated the Fauquier County VMT table with 2020 data from Fauquier County and the Town of Warrenton, and with 2019 VMT derived from HPMS data for the Fauquier portion of the TPB Planning Region. Staff applied the factor discussed above to estimate 2020 weekday VMT in both of these tables. The tables were provided to Systems Performance Planning staff to aid in preparation of regional roadway safety targets.

Staff participated in meetings and email exchanges with the Travel Forecasting and Emissions Analysis Program team and their contractor.

Staff attended a FHWA Talking Traffic Special Session where the results of a pooled fund study to determine the feasibility of using non-traditional collection methods, for example big data, to estimate AADT.

7.4 GIS Data, and Analysis

Staff attended the Association of Metropolitan Planning Organizations (AMPO) annual meeting in Scottsdale, AZ October 5-8 and delivered a presentation "Transit Within Reach: From Aspiration to Implementation" during the conference.

Staff attended the October 12 meeting of the Maryland State Geographic Information Executive Committee (MSGIC).

Staff requested nominations for the 2022 leadership positions of the GIS Committee. Staff began to plan for the November 16 GIS Committee/GDX Working Group virtual meeting.

Staff continued to work on the ArcGIS Hub pares created for High Capacity Transit (HCT) station areas, Equity Emphasis Areas (EEA) as part of the ongoing work to highlight these two TPB products. This project is still under active development.

Staff refined datasets and the draft web map of the data layers used for a Visualize 2045 Environmental Consultation and Mitigation web mapping application update. The product will be reviewed by Plan Development and Coordination staff.

Staff continued to work on reconciling the projects in TPB’s Project InfoTrak database for bicycle and pedestrian projects. Staff participated in internal meetings on October 19th and 27th to discuss the remaining work tasks and deadlines.

Staff met with Plan Development and Coordination team on October 27th to continue the discussion and the plan for creating spatial data and associated products based on the ‘Voices of the Region’ conducted as part of the Visualize 2045 outreach activities.

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

Staff met with COG’s Information Technology (IT) staff on October 22nd to discuss the server and data resources administered by the Planning Data and Research (PDR) team. Staff also coordinated with IT staff to install ArcGIS software on staff workstations.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION	\$1,190,179	\$53,810	25%	57

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Socioeconomic Forecasting

Proposed Draft Workplan for Round 10

At the October Cooperative Forecasting and Data Subcommittee meeting (CFDS) DCPS staff presented a proposed draft Round 10 workplan to the Subcommittee. The Workplan calls for completing significant tasks during FY 2022 and significant work to complete draft Round 10 during FY 2023. Forecasting Subcommittee members also established 4th quarter 2020 to be the best base-year employment estimates for Round 10. In addition, DPCS staff began work to develop 2020 Census Blocks (and data) conversion/allocation into TPB TAZs. When completed, the data will be shared with members for use as Round 10 population and housing 2020 base.

COVID-related impacts to the economy

To assist with the COG-wide multi-sector analysis of COVID impacts, DCPS staff continued to update the PowerPoint presentation that documents the effects to date of COVID on the region’s economy. The October Planning Directors and Technical Advisory Committee meeting was focused on Universities as “anchor institutions” for economic development and led by Andrew Trueblood and Sakina Khan of the DC Office of Planning, and David Baker of Virginia Tech.

DCPS staff continued work an initial draft of a 2020 Census report highlighting demographic trends shown in the 2020 Census PL94-171 legislative redistricting data, and continued work on the 2021 Multi-family Housing report.

Housing Targets update

The September meeting of the Housing Directors Advisory Committee (HDAC) focused on a discussion of strategies to meet housing needs in smaller municipalities. COG staff briefed HDAC members on the proposed new “Housing Affordability Planning Program (HAPP)” awards which would offer competitive grants of up to \$75,000 to help maintain or create affordable housing near transit.

Scenario Planning

TPB Staff delivered a presentation on the *Scenario Planning Organizational Awareness and Understanding* project to the Association of Metropolitan Planning Organizations Annual Conference.

TPB and DCPS Staff reviewed balanced land use method memos 2030 and 2050 in support of the Climate Change Mitigation Study.

TPB and DCPS Staff participated in an internal workgroup to consider procedures and methodology to allocate Census Block and Block Groups to Transportation Analysis Zones.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILITY AND ENHANCEMENT PROGRAMS	\$988,671	\$21,073	10%	59

9. MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

On October 1, staff presented to the TPB’s Technical Committee and on October 20 to the TPB to provide an overview of the Enhanced Mobility program and selection and approval process.

After receiving responses to follow-up questions and clarification of eligibility of some projects, the Selection Committee concurred with recommendations for funding for the 2021 Enhanced Mobility solicitation on October 22.

Also on October 22, staff attended a pre-application conference for DRPT’s FY 23 Enhanced Mobility Program towards the goal of coordination and possible improvements to our process.

9.2 Regional Roadway Safety Program

Staff solicited proposals from the pre-qualified Regional Roadway Safety Program consultants for the FY2021 Regional Roadway Safety Program projects.

The application period for member jurisdictions to submit applications for the FY2022 Regional Safety Program closed on October 12th. Staff received five FY2022 Regional Roadway Safety Program applications from member jurisdictions.

The Regional Roadway Safety Program Selection Panel members were provided with the applications and instructions for scoring them. A meeting to develop consensus recommendations is scheduled for November 30, 2021.

9.3 Transportation Alternatives Set-Aside Program

Staff conducted follow-up activities related to the project selections in July and began to prepare for upcoming solicitations.

9.4 Transportation/Land-Use Connections (TLC) Program

Staff finalized the consultant procurement process for the 11 new TLC projects approved by the TPB in April. All task orders were signed with consultants and kickoff meetings for all the projects occurred before the end of the month. See below:

- *Discovery District Multi-Use Trail Transit Access Plan* (College Park) - The kickoff meeting was held on October 26.
- *Congress Heights Pedestrian Access Study* (District of Columbia) - The kick-off meeting was held virtually on October 22. The schedule for bi-weekly check-in calls was established.
- *Assessment of Microtransit* (District of Columbia) - The project team conducted a kick-off meeting on October 15. The project scope and expectations were clarified, impetus for the project and project purpose were discussed including background / history of the DC Connect program.
- *Active Transportation Plan near the Huntington Metrorail* (Fairfax County) – A kickoff meeting was conducted in mid-October and a field visit scheduled for November.
- *East End Transportation Study* (Falls Church) - An internal group Kick-Off meeting was held on October 21. The team decided that a “biweekly check-in” meeting would start the week of November 8 and the consultant will make a request for relevant information and data for this project.
- *East Street Redesign* (Frederick County) - A virtual kick-off meeting was held via Microsoft Teams on October 19, 2021. A site visit is scheduled in early November 2021.
- *Greenbelt Road Corridor Plan* (Greenbelt) – The City of Greenbelt, project consultant, and TPB Staff convened for a project kickoff meeting on October 19 to discuss the project objectives, scope, and schedule. The team has since held a follow-up check-in meeting to discuss data needs and availability, and it has exchanged emails to clarify the study area.
- *Connecticut Avenue Corridor Planning* (Kensington - Montgomery County) – A kick-off meeting was conducted in mid-October.
- *Cool-Street Design Guidelines and Standards* (Montgomery County) – A kick-off meeting was held on October 18. Consultant scheduled update meeting for November 19.
- *Anacostia Gateway Connector* (Prince George's County) - The Anacostia Gateway/PG Connector Trail Design Project team met on October 14 to have the initial kick-off meeting. A field visit is likely to occur in November.
- *Innovation Park Shuttle Service Feasibility Study* (Prince William County) - The project kick-off meeting was held on October 20. Progress conference calls will be held on a biweekly basis with the consultant and county staff.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	\$963,379	\$38,054	21%	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 staffs included: meeting logistics with meeting rooms and amenities, duplication and distribution of meeting materials, email/phone call follow ups. Staff also worked on monitoring work program activities, providing administrative assistance to senior staff and monitoring and prepare financial reports. Administrative staff work on monthly financial administration and management activity includes review and finalization of monthly expense reports for all UPWP activities, development, and submission of monthly UPWP invoices and any follow up activity with the funding agencies.

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 OCT FY 2022 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 meeting with the Program Directors and project staffs to review the progress and briefing materials.
- Participation in the STWG, TPB Technical Committee, TPB Steering Committee, TPB's Community Advisory Committee and the TPB Board meetings.
- Metropolitan Washington Air Quality Committee

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

Other additional activities for the TPB Staff Director for the month of OCT FY 2022

Telephone / Web Ex / Microsoft Teams Communications:

- PRR/R2E Report Next Steps – COG Management
- Amazon Funding Review – COG's Housing Affordability grant program
- Ozone SIP Planning Issue – COG staff discussion
- MWCOG & ICF Leadership – Feedback on On-call services
- VIZ 2045 Performance Measure Update – Staff discussion
- Ideas for TPB work on EV/EVSE
- IRE Cohort 18 Guest Speaker Presentation
- Amazon Grant Agreement/NDA - Discussions with Amazon staff
- Reciprocity & EDA Grant – Discussions with COG staff
- Region Forward Coalition Meeting (Sustainability)
- Prince George's County Climate Action Commission Meeting
- Census Presentation to COG Board Discussion
- State Air Agency call

UPWP

The UPWP activities include:

Staff prepares monthly UPWP progress reports for each of the state agencies administering planning funding and prepares all necessary federal grant applications submissions. Staff reviews all monthly UPWP invoices going to each of the state agencies administering planning funding.

- 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	\$1,576,979	\$3,132	3%	63
District of Columbia	\$274,756	\$326	3%	63
Maryland	\$483,305	\$522	4%	65
Virginia	\$436,679	\$1,303	5%	68
Regional Transit	\$382,238	\$979	1%	71

11. TECHNICAL ASSISTANCE

11.1 District of Columbia

Program Development, Data Requests and Miscellaneous Services

Staff continued to work with DDOT staff to develop a scope of work for a project the DDOT Historic Data Standardization.

Transportation / Land Use Connections Program

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

Climate Change Study

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

11.2. Maryland

Program Development, Data Requests, and Miscellaneous Services

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

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.

Climate Change Study

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

11.3. Virginia

Program Development, Data Requests, and Miscellaneous Services

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

Travel Monitoring and Survey

Non-Motorized/Active Transportation Counts

After VDOT review, staff finalized and delivered the report on the fall 2020 non-motorized counts. Staff began work on the spring 2021 non-motorized count report.

Staff worked with the on-call traffic monitoring consultant to create a workaround for data collection issues encountered during the fall 2021 non-motorized data collection.

I-66 & I-395 Mode Share Study

Staff followed-up with the on-call traffic monitoring consultant to determine the progress on the VDOT I-66/I-395 mode share study.

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.

Climate Change Study

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

11.4. Regional Transit

Program Development

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

Transit Within Reach

Staff shared the FY 2022/23 project recommendations for the Transit Within Reach program with the TPB Technical Committee. Following the meeting, staff prepared a summary of the item.

Staff distributed a questionnaire to the pre-qualified TLC consultants and asked them to indicate their level of interest in competing for the Transit Within Reach projects.

Staff completed drafting the preliminary statements of works, distributed them to the jurisdictions, and requested review and feedback. Staff later responded and updated the statements of works with the input from the jurisdictions.

Staff met with the local jurisdictions to outline the procurement process as well as program expectations. During this meeting, staff shared the list of interested consultants, discussed anything outstanding in the statements of work, and asked for the names of two technical selection committee members.

Staff packaged and distributed the request for task order to the selected consultants.

High Capacity Transit Map

Staff is continuing internal deliberations on definitions of Bus Rapid Transit (BRT) and other high-capacity transit.

CONTINUOUS AIR SYSTEM PLANNING PROGRAM MANAGEMENT

Staff began conducting interviews for a transportation data analyst position that will be tasked with supporting the CASP program.

COG/TPB staff reviewed and discussed staff recommendations for methodological changes to the next Washington-Baltimore Regional Air Passenger Survey (APS).

Staff solicited input from the Gen3 Model Development Team about collecting trip origin data in the APS and whether origin data provided at the TAZ level would be sufficient for regional travel demand purposes.

Air Cargo Element Update

Staff delivered a briefing on the Air Cargo Element of the Comprehensive Regional Airport System Plan to the TPB Freight Subcommittee on October 21.

Ground Access Travel Time Study

No Activity.

Ground Access Forecast and Element Update

Staff continued progress on preparing ground access forecasts using data from the 2017 Washington-Baltimore Regional Air Passenger Survey.

PROGRESS ON PLAN PRODUCTS

Visualize 2045 Plan Update - (and associated analysis and appendices)

Updated Aspirational Initiatives Brochure showing examples/progress - June 2022

Equity Whitepaper (Considerations in Transportation) - June 2022

Resiliency Planning (in UPWP: Climate Change Resilience /Adaptation Study Phase 2) - may schedule webinars

Qualitative Research (Focus Groups) for Visualize 2045 - completed

Phase II Outreach for Visualize 2045

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

Open Houses for Visualize 2045 (Spring 2022)

Community Leadership Institute (18th session) - Spring 2022

Coordinated Human Services Transportation Plan

- The current Coordinated Plan was adopted by the TPB in December of 2018
- The next Enhanced Mobility Solicitation will occur in the summer of 2023.
- The next update of the Coordinated Plan will occur in 2022

Travel Forecasting

- A series of highway and transit networks reflecting the latest LRTP (2022 Update to Visualize 2045) and TIP for input to the regional travel demand model.
 - 2022 Update to Visualize 2045: Transportation networks have been developed for 2021, 2023, 2025, and 2040. Work is underway on the 2045 network and a 2017 network for SIP work.
 - Gen3 Travel Model: Transportation networks with four time-of-day periods have been developed for 2018 base year. 2045 network is in development.
- Maintenance, support for and development of currently adopted travel models, including inputs, application files, and documentation.
 - Travel Forecasting Subcommittee: Staff has conducted meetings in July and September.
 - Staff is developing new ways to visualize model output.
 - Staff is attempting to migrate from an older mode choice application program to a newer program.
 - Staff responded to support requests regarding running the regional travel demand model and responded to five data requests in October (total of 13 for FY 22).
- Continued development, with consultant assistance, of the TPB's next-generation travel demand forecasting model, known as the Gen3 Model, which will occur over a three-year period, from FY 2020 to FY 2023. A developmental model (Gen3, Phase 1) and associated technical documentation. This is a developmental travel model for testing by TPB staff, expected Dec. 2021. This model would precede the Gen3 Travel Model, Phase 2, which is expected to be a production-use travel model that could be used for regional planning work (expected Apr. 2023, i.e., FY 2023).
 - Staff continues to manage consultant, RSG, that is developing the Gen3 Model.
 - Staff reviewed and provided feedback on consultant deliverables.
 - Gen3 Model, Phase 1 (prototype model) has been estimated and calibration is underway. Prototype model is expected in late February 2022.

Mobile Emissions Planning

- Air quality conformity analysis of the LRTP (2022 Update to Visualize 2045): Conduct runs of the travel model and mobile emissions model and prepare technical documentation.
 - Working to develop MOVES2014b inputs for milestone years (2021, 2023, 2025, 2030, 2040, and 2045) for the air quality conformity analysis.
 - Travel demand modeling has been completed for 2021, 2023, and 2025.
- TPB Climate Change Mitigation Study of 2021, with consultant assistance: Complete the study and prepare a report.
 - TPB staff made a presentation to the TPB CAC about the CCMS on October 14.
 - TPB staff reviewed and provided comments on the following memo, which will likely be updated in November.
 - ICF. TPB Climate Change Mitigation Study of 2021: Task 5 Technical Documentation: Selection of Modeling Tools and Analysis Approach. Draft. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, September 28, 2021.

- Technical activities, including preparation of mobile inventories and development of mobile budgets, and documentation related to the State Implementation Plans (SIPs) to meet the 2015 ozone NAAQS requirements.
 - 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).
 - TPB staff worked with DEP staff, member jurisdictions, and state air agencies to facilitate various aspects of air quality and climate change planning activities. Developed joint TPB, MWAQC, CEEPC comment letter to NHTSA:
 - Day, Robert, Deni Taveras, Charles Allen. Letter to Steven Cliff, National Highway Traffic Safety Administration. "Support for the Proposed Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks; Docket ID No. NHTSA-2021-0053." October 18, 2021.
 - Upon finalizing the 2020 vehicle registration/vehicle identification number (VIN) decoding process based on the datasets provided to COG/TPB by the three state air agencies, TPB staff summarized and presented key findings to MWAQC-TAC. TPB staff also transmitted the decoded dataset to the three state air agencies.
 - TPB staff also continued to conduct MOVES model tests to further refine greenhouse gas emissions modeling estimates for future studies.

Travel Surveys

- Geographic-focused Surveys Workplan
 - Work to begin in Winter/Spring 2022
- 7-Day Panel-Evaluation of Effectiveness of Smartphone Data Collection Methodology (June 2022)
 - Data analysis underway
- COVID-19 Pandemic Travel Behavior Survey Literature Review (June 2022)
 - Data collection underway

Travel Analysis Studies and Research

- Transportation Data Dashboard (June 2022)
 - Under development
- COVID-19 Pandemic Regional Travel Behavior (periodic updates)
 - Periodic updates and presentations delivered and to be delivered throughout performance period.
- COVID-19 Travel Monitoring Snapshots (periodic updates)
 - Snapshot published in July (May 2021 data), September (July 2021 Data), October (August and September Data)
 - Future snapshots anticipated and under development

Regional Transportation Data Clearinghouse

- Maintain and Update Clearinghouse (ongoing)

GIS Data and Analysis

- Maintain and Update GIS Software (ongoing)
- Cross-program GIS support (ongoing, as requested)

Socioeconomic Forecasting

- Baseline Employment Guidance (June 2022)
 - Work to begin in Spring 2022
- Travel Model Employment Definition Adjustment Factors (June 2022)

- Factors to be reviewed after next Baseline Employment Guidance update
- Activity Centers and High-Capacity Transit Station Area Forecasts (June 2022)
 - Work is under development.
- Code Census Block Groups to TAZ (June 2022)
- Ongoing Census 2020 reports and presentations (ongoing)
 - Initial draft complete to highlight demographic trends shown in the 2020 Census PL94-171 legislative redistricting data
- Cooperative Forecasting Round 10 workplan (December 2021)
 - Complete
- Multifamily Housing Report (June 2022)
 - Complete
- Commercial Construction Indicators Report (June 2022)
 - Work to begin later in fiscal year

Planning Elements

Develop Regional Highway Safety Targets

- Draft targets presented in December 2021
Final targets adopted in January 2022

Regional Bicycle and Pedestrian Plan Update

- Plan updated June 2022

Develop Regional Freight Plan Update

- Freight Plan Updated June 2022

Continuous Airport System Planning Program

- Ground Access Travel Time Update (June 2022)
 - Work to commence later this year
- Ground Access Forecast Update (June 2022)
 - Work to commence later this year

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

	DC, MD and VA		BILLED	
	FTA, FHWA and LOCAL	FUNDS	THIS	% FUNDS
	BUDGET TOTAL	EXPENDED	MONTH	EXPENDED
1. Long-Range Transportation Planning				
Long - Range Transportation Planning	1,095,435.13	312,788.93	60,703.6	29%
Subtotal	1,095,435.13	312,788.93	60,703.6	29%
2. Transportation Improvement Program				
Transportation Improvement Program	266,963.20	71,277.25	16,435.51	27%
TIP Database Support	200,000.00	78,213	38,307	39%
Subtotal	466,963.20	149,490.25	54,742.51	32%
3. Planning Elements				
Congestion Management Process	434,253.21	113,641.61	21,092.74	26%
Transportation Emergency Preparedness Planning	632,941.76	125,609.6	20,126.61	20%
Transportation Safety Planning	128,257.20	18,742.73	5,507.85	15%
Bicycle & Pedestrian Planning	311,703.59	75,055.36	17,251.56	24%
Regional Public Transportation Planning	168,032.40	48,034.38	12,283.65	29%
Freight Planning	391,160.06	71,834.34	17,219.66	18%
Metropolitan Area Transportation Operation Coord Program Planning	318,664.86	67,254.71	14,643.63	21%
Performance-Based Planning & Programming	170,787.19	44,419.32	10,399.03	26%
Performance-Based Plannin	212,468.43	81,350.2	17,334.14	38%
Subtotal	2,768,268.70	645,942.25	135,858.87	23%
4. Public Participation				
Public Participation	994,710.64	208,523.53	42,055.17	21%
Subtotal	994,710.64	208,523.53	42,055.17	21%
5. Travel Forecasting				
Software Support	226,785.46	39,885.24	8,062.6	18%
Network Development	1,012,945.63	290,713.5	52,106.08	29%
Model Development	2,058,605.72	390,340.41	62,569.41	19%
Subtotal	3,298,336.81	720,939.15	122,738.09	22%
6. Mobile Emissions Planning				
Air Quality Conformity	937,930.14	274,736.12	58,072.72	29%
Mobile Emissions Analysis	1,101,241.77	293,362.71	87,857.96	27%
Subtotal	2,039,171.91	568,098.83	145,930.68	28%
7. Travel Monitoring and Data Programs				
Regional Travel Survey	326,936.32	80,447.21	15,353.7	25%
Traffic Analysis & Research	841,214.05	47,748.7	6,965.01	6%
Regional Transportation Data Clearinghouse	324,078.11	63,874.54	14,937.21	20%
GIS Analysis	648,770.77	203,327.62	33,013.11	31%
Subtotal	2,140,999.25	395,398.07	70,269.03	18%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,190,180.11	293,048.52	53,810.33	25%
Subtotal	1,190,180.11	293,048.52	53,810.33	25%
9. Mobility and Enhancement Programs				
Transportation and Land Use Connections Program	412,200.72	45,174.73	10,584.02	11%
Enhanced Mobility Grant Program	98,545.26	32,095.32	5,638.43	33%
Transportation Alternatives Set-Aside Programs	38,158.07	10,676.69	2,666.29	28%
Other Tasks to be defined 9.5	439,766.10	11,776.96	2,184.47	3%
Subtotal	988,670.15	99,723.7	21,073.21	10%
10. TPB Support and Management				
TPB Support and Management	963,378.33	198,962.39	38,054.07	21%
Subtotal	963,378.33	198,962.39	38,054.07	21%
Core Program	15,946,114.23	3,592,915.62	745,235.56	23%
A. District of Columbia Technical Assistance				
Program Development & Misc.	274,755.81	9,306.27	326.46	3%
B. Maryland Technical Assistance				
Program Development & Misc.	483,303.48	16,998.6	522.34	4%
C. Virginia Technical Assistance				
Program Development & Misc.	436,679.71	22,684.51	1,303.96	5%
D. Public Transit Technical Assistance				
Program Development & Misc.	382,237.46	5,037.76	979.36	1%
Technical Assistance	1,576,976.46	54,027.14	3,132.12	3%
TPB Grand Total	17,523,090.69	3,646,942.76	748,367.68	21%

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

	TOTAL		FTA/STA/LOCAL		PL FUNDS/LOCAL		FHWA
	AUTHORIZED	TOTAL	AUTHORIZED	FTA	AUTHORIZED		
	BUDGET	EXPEDITURES	BUDGET	EXPEDITURES	BUDGET	EXPEDITURES	
A. DC Technical Assistant							
Climate Chg Mit Study -DC	7,460.00	7,460.30	53.07	53.07	7,406.93	7,407.23	
Program Development & Misc	10,999.68	1,845.97	78.25	13.13	10,921.43	1,832.84	
Regional Safety PGM-DC	30,000.00	0.00	213.41	0.00	29,786.59	0.00	
Big Data Study-DC	196,296.13	0.00	1,396.40	0.00	194,899.73	0.00	
TLC-DC	30,000.00	0.00	213.41	0.00	29,786.59	0.00	
Subtotal	274,755.81	9,306.27	1,954.54	66.20	272,801.27	9,240.07	
B. MD Technical Assistant							
Feasibility/Special Studies	14,921.00	14,920.60	106.14	106.14	14,814.86	14,814.46	
MARC - VRE Runthrough - MD	24,998.00	0.00	177.83	0.00	24,820.17	0.00	
Program Development & Misc	15,000.22	2,078.00	106.71	14.78	14,893.51	2,063.22	
Planning Studies	35,000.00	0.00	248.98	0.00	34,751.02	0.00	
Training, Misc and Tech Support	133,384.26	0.00	948.86	0.00	132,435.40	0.00	
Transportation Performance Measures	260,000.00	0.00	1,849.57	0.00	258,150.43	0.00	
Subtotal	483,303.48	16,998.60	3,438.09	120.92	479,865.39	16,877.68	
C. VA Technical Assistant							
Big Data Study-VA	14,921.00	14,920.60	106.14	106.14	14,814.86	14,814.46	
MARC - VRE Runthrough - VA	10,000.15	1,616.44	71.14	11.50	9,929.01	1,604.94	
Program Development & Misc	35,000.00	0.00	248.98	0.00	34,751.02	0.00	
TBD	6,359.64	0.00	45.24	0.00	6,314.40	0.00	
Transportation/Land Use Connection Program	80,320.00	0.00	571.37	0.00	79,748.63	0.00	
Travel Demand Modeling	85,079.43	0.00	605.23	0.00	84,474.20	0.00	
Travel Monitoring	204,999.49	6,147.47	1,458.31	43.73	203,541.18	6,103.74	
Subtotal	436,679.71	22,684.51	3,106.42	161.37	433,573.29	22,523.14	
D. WMATA							
Pgm Development & Misc	5,000.07	5,037.76	5,000.07	5,037.76	0.00	0.00	
Program Development & Misc	56,630.00	0.00	56,630.00	0.00	0.00	0.00	
TBD	70,607.39	0.00	70,607.39	0.00	0.00	0.00	
Transit Within Reach Soli	250,000.00	0.00	250,000.00	0.00	0.00	0.00	
Subtotal	382,237.46	5,037.76	382,237.46	5,037.76	0.00	0.00	
Grand Total	1,576,976.46	54,027.14	390,736.51	5,386.26	1,186,239.95	48,640.88	