

FY 2023



National Capital Region
Transportation Planning Board

Work Program Progress Report

OCTOBER 2022

FY 2023

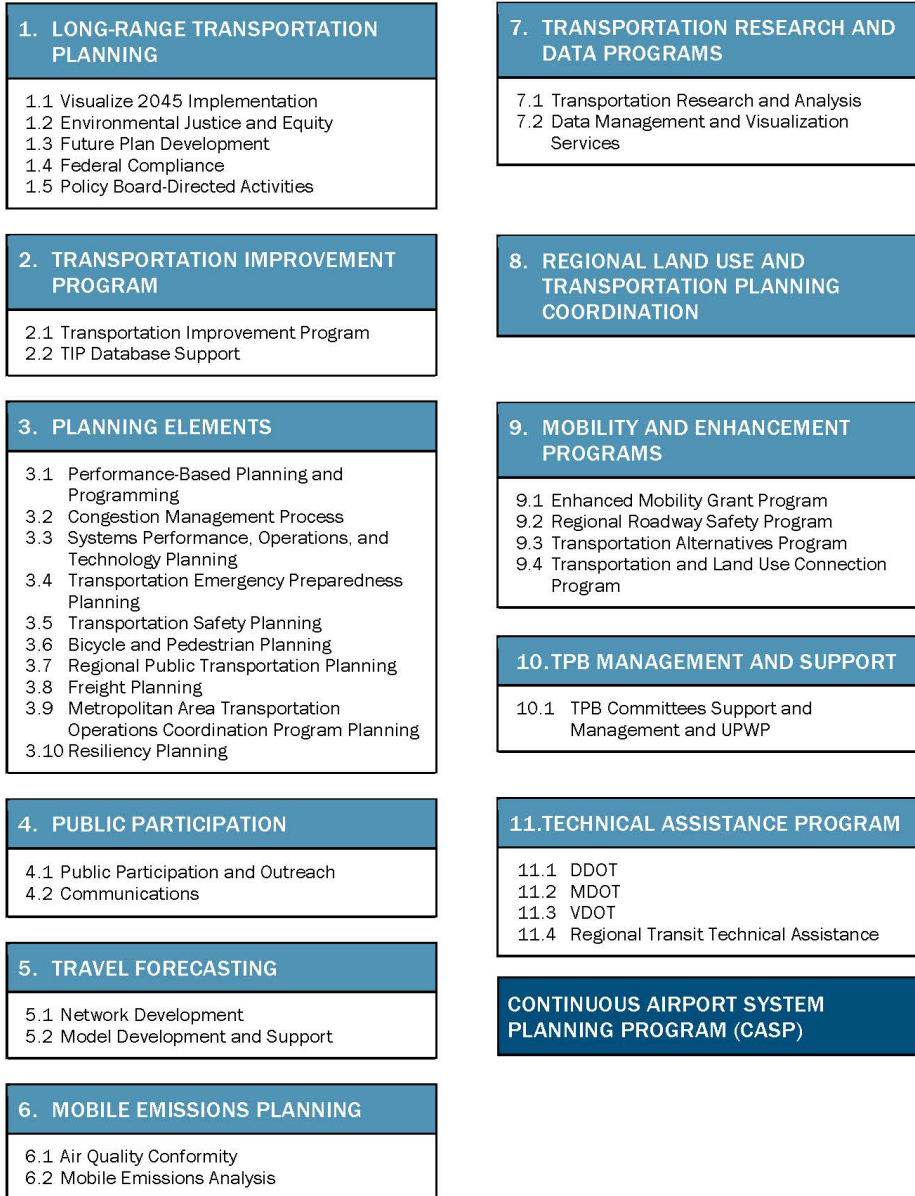
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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.mwcof.org)

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



Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	\$1,122,781	\$63,742	22%	35

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 - Visualize 2045 Implementation

Staff provided an overview of the Visualize 2045 Update to the Commuter Connections Subcommittee.

1.2 - Environmental Justice and Equity

Staff conducted analysis of data to inform the environmental justice analysis and development of the presentation for internal staff discussion.

1.3 - Future Plan Development

Staff continued discussions related to the schedule for the LRTP update. Staff produced draft materials to support the technical inputs solicitation for the 2024 update to the TPB and its technical committee. Staff continued working on data preparation for agency review to support the zero-based budgeting approach to the 2024 update technical inputs solicitation.

Staff briefed the scope of work for preparing a financial analysis for the 2024 Plan update to the STWG. Initial inputs from the DOTs/Wmata are requested by December 2.

1.4 - Federal Compliance

There was no activity at this time.

1.5 - Policy Board-Directed Activities

There was no activity at this time.

	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$428,463	\$25,642	30%	37

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1- Transportation Improvement Program (TIP)

At its meeting on October 7, 2022, the TPB Steering Committee approved two amendments to the FY 2023-2026 TIP. The first amendment, requested by DDOT added a net total of approximately \$5.4 million for one new project, the DC Circulator South Capitol Street Facility Improvements project, an update to the scope of the Anacostia Waterfront Initiative AWI- Buzzard Point, Fort McNair, Southwest Waterfront Climate Initiative Project, and updates to the 4-year program totals for three ongoing programs: Traffic Operations Improvements, FTA Section 5303/5304, and DC Circulator. The second amendment requested by VDOT, reduced the amount programmed and total cost for the Neabsco Mills Road Widening project

2.2-TIP Database Support

Contractor EcoInteractive continued to provide their Software as a Solution platform, customized and branded as TPB's Project InfoTrak database application, as well as ongoing bug fixes and help

desk support for TPB staff and member agency users. Support under the standard contract included fixing the TIP Overview report which had stopped running and assistance to DDOT staff on a server error received during submission of an amendment, and a error in the results of a query on the Conformity Information report.

Under an expanded contract for professional services, EcoInteractive developed and refined customizations of the software platform, and performed other specialized tasks, including continued work on a “Fund Change Detail Report” that compares all funding amounts, sources, phases, and fiscal years in a proposed amendment or modification against the most recently approved version of that project or program, and adjustments to the Federal Obligation Balance report to allow staff to select a previous TIP to compare fiscal year amounts against rather than the currently approved TIP.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$3,064,119	\$124,519	18%	39

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff briefed the TPB and the TPB Technical Committee on the final draft 2022-2025 targets developed for the Highway Asset and Highway Travel Reliability performance measures. Staff also briefed a data visualization of the bridge condition performance. The TPB approved the targets in a resolution.

Staff began development of the annual Highway Safety and Transit Safety targets and advanced the proposal for a TPB work session with state DOT safety representatives planned for the morning of the November TPB meeting

3.2 Congestion Management Process

Staff continued work on a multi-year bottlenecks analysis as a follow-up to the recently completed 2022 Congestion Management Process (CMP) Technical Report.

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

3.3 Systems Performance, Operations, and Technology Planning

Preparations began for the November meeting of the Systems Performance, Operations, and Technology Subcommittee meeting.

Staff participated in the annual meeting of the Intelligent Transportation Society of the District of Columbia (ITS DC), gaining information on ITS activities by the District of Columbia and other agencies in the region.

3.4 Transportation Emergency Preparedness Planning

The October 12, 2022, meeting of the Transportation Emergency Preparedness Committee (R-ESF 1) was organized and conducted, discussing current regional transportation emergency preparedness issues. Information was shared with the Committee regarding Metropolitan Area Transportation Operations Coalition (MATOC) and transportation agency response actions due to COVID-19.

3.5 Transportation Safety Planning

Staff, in coordination with the Subcommittee Chair, organized and conducted the regularly scheduled October 11, 2022, meeting of the TPB Transportation Safety Subcommittee. The agenda included a briefing by the National Highway Traffic Safety Administration (NHTSA) on the impact of peak-hour traffic on the fatality rate, a briefing by the Federal Highway Administration (FHWA) on the agency's new guide for safe pedestrian and bicyclist access to transit, and a briefing by the Virginia Department of Transportation (VDOT) on its 2023 safety performance targets.

Staff held planning sessions on October 4 with the Transportation Safety Subcommittee Chair to identify topics and speakers for future Safety Subcommittee meetings.

3.6 Bicycle and Pedestrian Planning

In conjunction with the Street Smart campaign, staff organized and conducted a regional Best Practices in Pedestrian Enforcement Workshop on October 19, 2022.

Staff attended the ad hoc Regional Trail Count Coordinating Committee meeting on October 18, and the Northern Virginia Recreational Trails Summit on October 20. Staff also attended an Equity and Walkability Webinar on October 13 and a Safe Intersections webinar on October 26.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee met in October. Agenda items included: Montgomery County BRT Update, WMATA Better Bus and Network Redesign Update, and the DC Circulator Transit Development Plan. In addition, TPB staff briefed the draft 2022 regional transit safety targets.

The TPB was briefed on the 2022 updated analysis of bus transit service in the region, looking at current bus service frequency and coverage in relation to the COG Equity Emphasis Areas and demographics, including a webmap.

A new TPB staff member was onboarded whose portfolio will include regional public transportation planning.

3.8. Freight Planning

Staff held planning sessions on October 5 and 19 with the TPB Freight Subcommittee Chair to identify topics and speakers for future Freight Subcommittee meetings.

For the National Capital Region Freight Plan Update (the Plan), Staff continued to work with the consultant team to compile regional freight-related data. The consultant team continued its analysis of data provided by Staff and other sources. Staff participated in a project update meeting with the consultant team on October 13 and 27.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

The regularly scheduled virtual meeting of the MATOC Severe Weather Coordination Working Group was organized and conducted on October 11, 2022, planning for this season's winter weather response coordination.

The regularly scheduled October 21 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.

3.10 Resiliency Planning

Staff held internal discussions about options for implementing the study and convening a working group. Staff prepared for the new Transportation Planner IV staff to join TPB as a resilience planner.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$913,276	\$35,992	18%	45

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

Work continued an evaluation of the TPB’s public involvement activities. This study will be conducted by the consulting firm Foursquare ITP, whose services were procured through ICF, the TPB’s on-call consultant. It will be timely because it will follow up on two years of outreach for the long-range plan update and it will precede the federal certification review of the TPB’s planning process, which is expected in early 2023. The study began in September. In October, the consultants conducted most of the study’s research, including a series of focus groups with the CAC, AFA, TPB Technical Committee, and with the staff who worked on public engagement activities. The consultants also conducted a review and analysis of written and web materials from the past four years. Staff conducted surveys of CAC and AFA members to get their insights on the TPB’s participation activities, and that input was also used for the study.

The TPB Community Advisory Committee (CAC) met on October 13. The meeting featured a focus group with the consultants who are conducting an evaluation of the TPB’s public participation activities. The focus group was followed by an open discussion, led by TPB staff, that dug deeper into key questions related to the CAC’s role, operations, and membership.

Staff launched CAC recruitment. The application period will be open between mid-October and December 5. Staff developed the new applications materials and got them posted. Staff advertised the application widely through emails, the TPB News and Facebook. The new CAC membership will be approved by the TPB in January. The new two-year term for the CAC will begin in February of 2023 and end in January of 2025.

4.2 Communications

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

- **TPB Regional Roadway Safety Program supports community-level approaches to reducing traffic injuries and fatalities**
October 6, 2022
- **September 2022 TPB meeting recap: Bylaws update, U.S. DOT Safe System Approach, regional highway performance and assets targets**
October 6, 2022

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

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$3,364,641	\$119,692	19%	47

5. TRAVEL FORECASTING

5.1 Network Development

Network development staff continued updating networks to correct the 15000-series node range error which caused a reduction in the number of auto-access-to-bus trips in the travel demand model runs completed for the latest Air Quality Conformity (AQC) analysis. Staff completed development of year-2025, year-2030, and year-2040 networks to reflect removal of the 15000-series nodes. Staff is in the process of preparing an updated model transmittal package for the Ver. 2.4 Travel Model by mid-November. Note that the travel model is not changing – only some of the model input files (specifically the transit networks).

Staff began development of a new base transit network for use in the upcoming AQC analysis of the 2024 update to the Long-Range Transportation Plan (LRTP). This work included a review of bus and rail fares and collection of bus route information that is not included in the General Transit Feed Specification (GTFS) data.

In anticipation of the need to develop a 2014 emissions inventory for State Implementation Plan (SIP) work, staff pulled 2014 transit files from an historic network database into the current network database and began an update of the bus routes to match the highway network in the current database.

In response an email from Montgomery County planning staff regarding Metrobus and Metrorail changes around the region, staff reviewed the network database to ensure the appropriate coding of transit centers and other transit information in the current network database.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months. Thus, there was no TFS meeting in October. Nonetheless, staff prepared meeting highlights for the September 23 TFS meeting and developed a draft agenda for the November 18 meeting.

Staff reviewed the technical memo and trip tables associated with the 2019 Air Passenger Survey (APS), transmitted by the Planning Data and Research (PDR) Team on October 12, and provided feedback on October 19. Staff also communicated RSG’s comments regarding the 2019 APS instrument and possible survey questions for the upcoming 2023 APS to the PDR staff. Staff plan to include the 2019 APS data, once it is quality assured, in the next release of the Ver. 2.4 Model and in the Gen3, Phase 2, Model prior to the Phase 2 model validation.

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

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

Staff re-ran the Gen2/Ver. 2.4 Model for all the AQC analysis years and is creating an updated Ver. 2.4 Model transmittal package.

Staff developed a walkshed generation process in Python based on GeoPandas and compared it to the original ArcPy-based process. Staff also investigated the marginal differences between the walkshed areas resulting from the two processes and found that they were due to the slight differences in the arc shapes of the buffers created by GeoPandas and ArcPy (ArcPy creates shorter,

more numerous segments while GeoPandas creates longer, fewer segments). Based on the findings, staff decided to replace the current ArcPy-based walkshed generation process with the new GeoPandas-based process in the next release of the Ver. 2.4 Model. Staff will conduct more testing and document this work.

Staff made updates in the Gen2/Ver. 2.4 Model to clean up the transit skimming/assignment report files generated by the model. Previously, when the report files for a specific sub-mode (e.g., Bus-Metrorail, or “BM”) are generated, they copy from all existing print (.prn) files, including those generated by the processes for other sub-modes (e.g., all-bus “AB”) that run in parallel, which could cause confusion to model users. Staff verified these updates in a test run and then checked them into GitHub. Staff plans to implement the same changes in the Gen2/Ver. 2.4_PT Model and the Gen3 Model.

Staff completed the testing of the TRANSIMS ModeChoice software (Ver. 7.5.7) in the Ver. 2.4 Model and recommended its use in the next release of the Ver. 2.4 Model in place of the outdated AEMS mode choice software. Documenting the testing results is on hold due to other work priorities. Staff tested TRANSIMS ModeChoice on a cloud server to make sure that the software can run in the cloud and can replicate the modeling results on an on-premises server.

Staff is compiling observed daily vehicles miles of travel (VMT) data from state DOT Highway Performance Monitoring System (HPMS) reports for the year 2021. This data is used for both travel forecasting and emissions analysis activities.

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

No activity.

Generation 3 Travel Model

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

- COG held one check-in meeting with RSG and BMG, the consultants on the Gen3 Model development project on October 13. The October 27 meeting was cancelled due to the AMPO Annual Conference that was held between October 25 and October 28.
- Staff continued to work on the Gen3, Phase 1, Model received from RSG in January. Specifically,
 - RSG addressed the sensitivity issue in the time-of-day choice model that COG staff uncovered in a prior sensitivity test by making updates to the Gen3 Model code. COG staff downloaded the latest Gen3 Model that incorporates those updates and set up model runs to repeat the sensitivity test that globally increases the AM-peak highway/transit travel times by 20%.
 - Staff developed a set of flowcharts for the model steps of the Gen3, Phase 1, Model. Staff also created a table that summarizes model steps and their corresponding flowchart numbers.
- As the Gen3 Model, Phase 2, development started in March, staff continued to work with RSG on the development of the Phase 2 Model. Specifically,
 - COG staff completed the task of estimating four component models as part of the Phase 2 model development. Documentation is underway. In October, specifically, RSG staff updated the setup and estimation data bundle (EDB) files for the model estimation work due to a series of discrepancies that COG staff found in the data

- files. COG staff then re-estimated the Mandatory Tour Frequency (MTF) model and the Coordinated Daily Activity Pattern (CDAP) model using the updated EDBs transmitted by RSG on October 7 and shared the estimation results with RSG. After RSG signed off on the estimation results, COG staff uploaded the final estimated files to Box for their incorporation into the Gen3, Phase 2, Model.
- Staff continued to make enhancements and bug fixes to the Gen3 Model. Specifically,
 - Using the Gen3 Model flowcharts, staff developed a list of unused input/script files in the current Gen3 Model package. Staff conducted a test model run to verify. Staff plans to update the Gen3 Model input files on Box and the Gen3 Model code on GitHub accordingly.
 - Staff implemented an enhancement in the Gen3 Model to automatically 1) extract the scenario folder name, 2) create an empty outputs folder with the required subfolders, and 3) copy a pre-existing "chunk_cache.csv" file to the required location at the beginning of a model run. Staff verified these updates in a test run and then checked them into GitHub.
 - Staff fixed a minor error in the "Highway_Skims_mod_4TOD.s" script, which does not affect the modeling results.
 - Staff created a program that summarizes person trips from ActivitySim into OMX/Cube origin-destination trip matrices by purpose and mode. The program is currently undergoing internal review.

Software support

Working with COG's Office of Information Technology (IT), TPB staff continued to maintain the software and hardware used to conduct travel demand forecasting and mobile emissions modeling. Hardware includes travel model servers (TMS) and mobile emissions model workstations (MEMW) maintained at COG. Software includes Bentley Citilabs Cube, Python, Git/GitHub, R, MOVES, MySQL, MariaDB, and a travel speed post processor, implemented in Cube, for estimation of mobile emissions. Staff also continued to monitor the storage space on various modeling servers to ensure that older files were being backed up and removed and that sufficient storage space was available for upcoming activities. Finally, staff have continued to meet and work with IT staff to discuss moving more workstations and servers to the cloud.

Other activities

Staff serviced two off-the-shelf data requests in October: One request was for screenshots of 24-hour, AM, and PM traffic counts for Prince William Parkway between Reid's Prospect Drive and Hillendale Drive and Old Bridge Road between Prince William Parkway and Westridge Drive/Rockwood Lane for 2021 and 2045. The other request was for building information associated with land use types.

Staff met with the COG's Planning Data and Research (PDR) Team staff on October 12 to discuss airport ground access surveys and regional travel models.

Staff developed a memorandum, dated October 31, that explores strategies towards a regionally coordinated transit on-board survey. The memo was shared with DTP management and COG's PDR Team in advance of further discussions on the topic.

Staff observed extremely slow model runtimes on the on-premises travel modeling servers tms6 and tms8. Staff reported the issue to COG’s IT staff and suggested a solution. Per suggestion from staff, IT performed BIOS updates on tms8, which substantially improved model runtime on the server.

Staff participated in the Replica demo and discussion for COG on October 19.

Staff held a monthly check-in meeting with IT on October 21 to discuss issues regarding cloud computing for the DTP travel model servers and MOVES model workstations. After the meeting, staff decided to move forward with six on-demand AWS servers along with a dedicated file server for travel demand modeling work. Staff suggested that each on-demand server should come with three computer specifications: high, medium, low, and recommended the corresponding specs based on testing. Staff also plan to schedule a data transfer from the on-premises servers to the cloud via AWS Snowball by the end of this calendar year.

Staff attended the 2022 AMPO Annual Conference in Minneapolis between October 25 and October 28. In a session focused on using ActivitySim for transportation forecasting, staff presented on COG’s ongoing efforts to develop a next-generation, activity-based regional travel model on the open-source ActivitySim software platform. Staff also served as a panelist in the associated panel discussion.

Staff attended the ActivitySim Monthly Partners-Only Check-In meeting on October 20. Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$2,265,565	\$113,256	25%	51

6. MOBILE EMISSIONS PLANNING

6.1 Air Quality Conformity and Other Activities Associated with the Long-Range Transportation Plan

Following the TPB’s approval of the air quality conformity analysis of the 2022 Update to the Visualize 2045 Long-Range Transportation Plan (LRTP), staff continued to work on preparing additional documentation of findings and results. Namely, staff continued conducting the environmental justice analysis to assess the plan impacts on overburdened and underserved populations using the updated definitions of the Equity Emphasis Areas (EEAs).

Staff continued to attend coordination meetings related to scheduling tasks for the “interim” 2024 update of the region’s LRTP, including the air quality conformity analysis, system performance, and environmental justice analysis. This activity also included coordination of conformity timelines to sync with development schedules for Maintenance or Attainment State Implementation Plans (SIPs) and new Motor Vehicle Emissions Budgets (MVEBs), and review of documentation prepared by the Plan Development and Coordination Team (e.g., “A Summary of the TPB and COG Scenario Study Findings”).

In response to a data request from a consultant representing Prince George’s County, staff provided the consultant with the Round 9.2 Cooperative Forecasts in support of the development of the county’s plan.

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

6.2 Mobile Emissions Analysis, Including Activities Associated with Climate Change Planning

Staff from COG's Department of Environmental Programs (DEP) and COG's Department of Transportation Planning (TPB staff) continued to coordinate with state air agencies on plans related to development of the Attainment State Implementation Plan (SIP) and Maintenance Plan / Redesignation Request to address requirements of the 2015 Ozone National Ambient Air Quality Standards (NAAQS). Following the receipt of MOVES3 model inputs for 2017 from the state air agencies, TPB staff continued to conduct quality control review of the data and evaluate implications of using MOVES3 in the upcoming analyses. Staff developed a presentation and a detailed memo for the TPB Technical Committee and shared the results of a sensitivity test comparing MOVES3 to MOVES2014 (item #5 at TPB Technical Committee). Based on the impacts of the MOVES3 model on emissions estimates, staff also outlined the need for new motor vehicle emissions budgets (MVEBs) associated with the 2008 Ozone Maintenance Plan. Staff coordinated with the EPA about possible steps needed to update those MVEBs (item #2 and item #3 at MWAQC-TAC). Related to this, DEP staff developed and transmitted a letter to the EPA that requests that EPA allow the region to update only the on-road and non-road inventories for 2025 and 2030 in the 2008 Ozone Maintenance Plan when developing new MVEBs using EPA's new emissions model, MOVES3. Staff also developed a template for the state air agencies that requests that EPA move forward expeditiously to provide a Clean Data Determination (CDD) for the region so that the region can move forward with a Maintenance Plan for the 2015 Ozone NAAQS (rather than an Attainment Plan).

In support of the update of the MVEBs from the 2008 Ozone Maintenance Plan for the non-road sectors, DEP and DTP staff used Vehicle Miles Traveled (VMT) and lane miles data for 2014, 2025, and 2030 to develop and compare updated growth factors with those used in the original 2008 Ozone Maintenance Plan.

TPB staff continued to work with DEP staff, member jurisdictions, and state air agencies to facilitate various aspects of air quality and climate change planning activities in the region. TPB staff also worked with the three state DOTs to learn more about their plans related to the National Electric Vehicle Infrastructure (NEVI) Formula Program, established by the Bipartisan Infrastructure Law (BIL) to provide funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. The District of Columbia, Maryland, and Virginia each submitted a plan, which was subsequently approved by the Federal Highway Administration (FHWA). Representatives from each entity briefed the TPB Technical Committee in October on their NEVI plans (item #8).

TPB staff also assisted DEP staff with preparation of documentation for the 2020 Greenhouse Gas Inventory update.

TPB staff continued to follow regulatory developments related to air quality and climate change planning. Specifically, staff continued to assess the potential impacts of the recently released Notice of Proposed Rulemaking (NPRM) for the Performance-Based Planning and Programming (PBPP) Greenhouse Gas performance measure and target setting. Staff corresponded with our MPO peers through the Association of Metropolitan Planning Organizations and prepared and submitted a comment letter to the Environmental Protection Agency (EPA) on September 29, 2022. A final version of the letter was shared with the TPB Technical Committee in October (Other Business).

TPB staff tested and reviewed the new Congestion Mitigation and Air Quality (CMAQ) Improvement Toolkit for estimating emissions benefits of highway and intermodal projects.

In response to a request by the COG Commuter Connections Program, TPB staff estimated emissions for the 2022 Car Free Day and documented the process in a memorandum.

As the version of MOVES that was last used in the air quality conformity analysis (MOVES2014b) cannot be used for these types of analyses starting with January 2023, TPB staff continued to

conduct MOVES model tests using the most recent model version (MOVES3.0.4) and evaluate the impacts of the new software on both criteria pollutants and greenhouse gases (GHGs).

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$2,609,577	\$123,603	17%	53

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Transportation Research and Analysis

- Staff finalized the analysis of traffic at the region’s continuous counting stations for July and August 2022 and posted the snapshot including highway data through August and enplanement data through July to the COG/TPB website. Staff identified and included data from Freeway Traffic Management System (FTMS) stations to replace some continuous count stations that are no longer producing reliable data. Staff began to review the September 2022 highway data.
- Staff revised the jurisdictional bridge and pavement charts to be consistent with the lane mile calculation method used in each state for pavement condition reporting. Staff provided the updated chart pages to TPB PBPP and Visualization staff.
- Staff prepared a summary of households, population, and jobs in proximity to high-capacity transit in 2010, 2020, and 2045.
- Staff collaborated with Arlington County staff to determine a workaround for the time stamp anomaly that staff discovered in the 2021 and 2022 trail count data available through the BikeArlington Counter Dashboard.
- Staff performed the 2021 update of the regional vehicle miles traveled (VMT) spreadsheet. This included obtaining data from each state, processing the data to estimate weekday VMT for 2021, researching anomalies, and separately estimating VMT in the Fauquier County portion of the TPB Planning Region. Staff provided the updated spreadsheet to TBP TFEA and PBPP staff.
- Staff continued to conduct informal interviews with MPO stakeholders to learn best practices in survey methodology.
- Staff gathered TAZ equivalency tables from across the Department and placed them in a central location available to other staff.
- Staff gathered baseline socioeconomic information to add to the scenario planning summary.
- Staff provided guidance on the use of observed vehicle miles traveled data to other staff.
- Staff organized and began recruiting speakers for a session on Household Travel Surveys for the AMPO Data Working Group.

Data Requests

- Staff responded to an inquiry about the Regional Travel Survey (RTS) solicitation and budget from the Anchorage MPO.

Meetings & Conferences

- Staff participated in biweekly meetings with the Gen3 Model Development Team.
- Staff attended the 2022 Association of Metropolitan Planning Organizations (AMPO) in Minneapolis. Staff delivered a presentation at the 2022 AMPO Annual Conference on findings from a literature review examining surveys measuring the impacts of COVID-19 on transportation

and travel behavior. Staff also served as a moderator for a session on Methods of Data Collection.

- Staff participated in the October 18 Regional Trail Count Program quarterly meeting.
- Staff participated in the 2022 Highway Information Seminar hosted by FHWA on October 24 thru 28.

7.2 Data Management and Visualization Services

- Staff finalized the dashboard application to show the required Performance Based Planning and Programming (PBPP) data related to bridge condition of structures on the National Highway System (NHS) from the National Bridge Inventory (NBI) in the TPB Planning Area. Staff gave a demonstration of the application at the October TPB Technical Committee meeting.
- Staff began assembling relevant data to create data visualization application for additional PBPP highway assets (pavement). This work is ongoing.
- Staff completed work to update the HCT- EEA Hub Page to reflect the recently approved changes to TPB's Equity Emphasis Areas (EEA). Staff obtained 2020 American Community Survey (ACS) data from the Census Bureau for the TPB Planning region and updated associated datasets and web mapping applications.
- Staff completed work to reorganize traffic count data shared to the Regional Transportation Data Clearinghouse (RTDC). Staff replaced available the Hourly Traffic Volumes and Classification Counts (formerly available as geodatabase tables) with ZIP files for each available year, containing CSV tables for each state. Staff also created new and updated current metadata to reflect these changes. As part of the reorganization, staff also created a new datasets of available Traffic Count locations.
- Staff continued work on a plan to update the way annualized traffic-related datasets are prepared and shared to the RTDC. This work is ongoing.
- Staff assisted fellow DTP staff with a technical support issue regarding ArcToolbox scripts. Staff obtained data and tested the workflow and shared results with fellow staff.
- Staff obtained an updated municipal boundary from City of Hyattsville planning staff.
- Staff worked with Information Technology staff to obtain and install ArcGIS Pro software on DTP staff workstations and laptops.

GIS Committee/GDX Working Group

Staff began to plan the November 15 GIS Committee/GDX Working Group virtual meeting. In addition, staff answered questions from COG Homeland Security and Public Safety staff about Committee members common to both the GIS Committee and the Interoperable Communications Committee.

Data Requests

- Staff responded to an inquiry from TPB's long range planning consultant (Foursquare ITP) as to the availability of a spatial dataset representing the locations of the Aspiration to Implementation QR code activity from the Voices of the Region survey.
- Staff responded to an inquiry from COG's Office of Communication regarding how the changes to the 2022 Equity Emphasis Area (EEA) geography affect the metrics for the number of EEA within a half mile of a High-Capacity Transit (HCT) station and the number of HCT within EEA.

- Staff provided comments to Department of Environmental Programs (DEP) staff regarding the City of Rockville’s EngageRockville EV Engagement Map.

Meetings & Conferences

- Staff attended and participated in the 2020 Association of Metropolitan Planning Organizations (AMPO) annual meeting October 25-28 in Minneapolis.
- Staff attended and participated in the Maryland State Geographic Information Committee (MSGIC) quarterly meeting October 20 in College Park.
- Staff attended and participated in the Maryland State Geographic Information Committee (MSGIC) executive meeting on October 12.
- Staff, along with several other DTP staff, attended a meeting with representatives from Replica on October 19 to learn about their data products.
- Staff attended the October 11 meeting of the Cooperative Forecast and Data Subcommittee.
- Staff participated in meetings and email exchanges with the Travel Forecasting and Emissions Analysis Program team and their contractor, RSG.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION	\$1,165,429	\$59,364	26%	57

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

Planning for Round 10

- Staff continued work to assess the draft Round 10 Econometric model in anticipation of preliminary jurisdictional Forecasts that are expected for the November 8, 2022, meeting of COG’s Cooperative Forecasting and Data Subcommittee.

COVID Economic Impacts monitoring

- Staff continued to update the PowerPoint presentation that documents the effects to date of COVID on the region’s economy.
- Staff produced the [October Regional Economic Monitoring System \(REMS\) report/](#)

Housing Targets

- Staff continued to complete transmittal of the HAPP grant awards to recipients. These grants address regional affordable housing needs, and providing affordable housing throughout the region has been identified as a strategy to bring jobs and housing closer together in accordance with the aspirational initiatives of TPB’s long-range transportation plan, *Visualize 2045*.
- Staff finished the [Multifamily Rental Housing Construction Indicators Report for 2021](#), presenting it to the Cooperative Forecasting and Data Subcommittee.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILITY AND ENHANCEMENT PROGRAMS	\$1,082,497	\$61,193	10%	59

9. MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

No activity at this time.

9.2 Regional Roadway Safety Program.

Technical Selection Committees selected consultants for each of the four (4) FY 2023 projects. Staff subsequently coordinated with the winning consultants to execute Task Order awards. Each of the five FY 2022 RRSP projects is currently underway with progress as described below:

- VA (City of Alexandria – Near Miss Tool) – The consultant submitted a memorandum to Northern Virginia Families for Safe Streets (NOVA FSS) outlining proposed improvements to the Near Miss Tool survey form and dashboard design. NOVA FSS staff provided comments in response to the proposed changes.
- VA/MD (Arlington & Prince George’s Counties - Traffic Safety Gardens) – The consultant team continued to develop a preliminary draft of the report for Arlington and Prince George’s County staff to review.
- VA (Fairfax County – Harrison Road Improvements) – The consultant conducted an internal corridor design charette and developed preliminary corridor concepts, as well as a briefing memorandum.
- VA (City of Falls Church – South Washington Street Pedestrian Improvements) – The consultant updated and submitted a revised project prioritization memorandum based on comments received from the City of Falls Church staff. The consultant also began developing draft recommendations.
- VA (Prince William County – Graham Park Road Safety Improvements) – The consultant completed a base conditions traffic analysis and prepared a technical report summarizing findings from the analysis. The consultant also developed four (4) design alternatives for the corridor.

9.3 Transportation Alternatives Set-Aside Program

Staff coordinated with DDOT on the TA solicitation for DC, which was launched in mid-September. The application deadline was set for November 1. Staff prepared for the application review and selection process, which would happen in November.

9.4 Transportation/Land-Use Connections (TLC) Program

Work on all 11 TLC projects for FY 2023 was underway. See below:

- Safe Routes to School Walk Audits Phase 2 (Alexandria) - A formal stakeholder kick-off call was held on October 20 with the City of Alexandria Department of Transportation, Police, Public Schools, and NeoNiche Strategies. The discussion focused on the project schedule, known concerns at schools (e.g., building construction and traffic issues), and communications outreach.

- Independence Avenue Corridor Study (DC) - The project team conducted a kickoff meeting on October 20th, and held a biweekly meeting on October 6. Tasks, action items, status, the responsible party, and schedule for each were identified.
- Delivery Microhub Feasibility Study (DC) – A large kickoff meeting with DC agency stakeholders was conducted on October 27. DDOT staff worked with COG’s procurement office on a rider contract to secure additional funding (through a third-party foundation) for the project.
- New Design Road Bikeway Study (Frederick Co) – Consultant developed a draft report and proposed typical sections.
- Olde Towne to Washington Grove Bicycles Connection (Gaithersburg) - The project team kicked off on September 15. The contractor has shared basemap of the study area and discussed some major roads and crossings that might be challenging. The City of Gaithersburg has shared relevant data sets with the contractor. A field trip has been held on November 4 with city transportation committee. The contractor plans to collect the vehicle, pedestrian, and bike data at select locations. The contract will develop high-level concepts for three alternatives and discuss with the City.
- Active Transportation Study (Manassas Park) - The City of Manassas Park staff and consultant team continued to exchange data and respond to questions about the TLC study. Planning for the November 16th site visit and field walk continued as well.
- Montgomery Co Streetlight Standards (Montgomery Co) - Consultant produced the kick-off meeting notes and a project schedule table.
- Commuter Garage First-/Last-Mile Study (Prince William Co) - The team met to discuss initial existing conditions analysis and next steps for the project.
- Fleet & Monroe Streets Complete Streets Feasibility Study (Rockville) - The project team prepared a plan for developing traffic counts, obtaining signal timings, and developing an existing conditions basemap.
- Takoma Park Metropolitan Branch Trail Upgrade (Takoma Park) - The field walk was held on October 25.
- New Ave Bikeway - District Connector (Takoma Park) - The route selection site meeting was held on October 10. The consultant submitted the route selection memo.

Staff began preparations for the FY2024 TLC application period, which will be conducted between December 2022 and February 2023.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	\$989,546	\$37,525	20%	61

10. TPB MANAGEMENT AND SUPPORT

Transportation Planning Board Committee Support and Management

Staff support was provided for the following committees and subcommittees:

- State Technical Working Group (STWG)
- TPB Technical Committee
- TPB Steering Committee
- MWCOG Board Meeting
- Transportation Planning Board (TPB)
- MATOC Steering Committee

- TPB Community Advisory Committee (CAC)
- TPB Access for All (AFA)
- Regional Public Transportation Subcommittee (RPTS)
- Bicycle & Pedestrian Subcommittee
- COG Planning Directors
- TPB Freight Subcommittees
- CAOs Monthly

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

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

- SIP and Plan Update from COG's CEAP
- VA's Carbon Reduction Program
- COG and Connected DMV Hydrogen Briefing
- TPB / DDOT Check-in
- COG COA's Monthly Meeting
- Interview – Washington Post: Transit Services and Ridership
- COG Planning Directors Meeting
- Interview – Washington Post: Dulles Airport & American Legion Bridge 60th Anniversary
- TPB / BRTB Check-In

The Staff Director provided overall program management oversight of all the Department's activities. Other additional activities for the TPB Staff Director for the month of October FY 2023 Telephone / Web Ex / Microsoft Teams Communications:

UPWP

The UPWP activities include:

- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee and the TPB.
- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and preparing all necessary federal grant applications submission.
- Review all monthly UPWP invoices going to each of the state agencies administering planning and funding.

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	\$1,614,739	\$41,141	3%	63
District of Columbia	\$329,633	\$1,208	0%	63
Maryland	\$492,970	\$268	1%	65
Virginia	\$384,846	\$4,992	3%	68
Regional Transit	\$407,288	\$34,671	9%	71

11. TECHNICAL ASSISTANCE

11.A District of Columbia

1. Program Development, Data Requests and Miscellaneous Services

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

2. Regional Safety Program

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

3. Transportation / Land Use Connections Program

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

4. Other Tasks to Be Defined

No activity.

11.B Maryland

1. Program Development, Data Requests, and Miscellaneous Services

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

2. Project Planning, Feasibility, and Special Studies

No activity.

3. Transportation / Land Use Connections Program

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

4. Regional Safety Program

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

5. Other Tasks to be defined

No activity.

11.C Virginia

1. Program Development, Data Requests, and Miscellaneous Services

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

2. Travel Monitoring and Survey

Staff began to analyze the spring 2022 active transportation counts and compared them with bike and pedestrian counts taken in the same locations in 2014.

3. Travel Demand Modeling

No activity.

4. Transportation / Land-Use Connections Program

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

5. Regional Safety Program

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

4. Other Tasks to be Defined

No activity.

11.D Regional Transit

1. Program Development, Data Requests, and Miscellaneous

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

2. Transit Within Reach

Three projects are currently underway.

3. High-Capacity Transit Map

No activity.

4. Other Tasks to be Defined

No activity.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management

- Staff prepared and finalized highlights from the September Aviation Technical Subcommittee.
- Staff updated the enplanement spreadsheet maintained for the CASP program with the latest reports from MDOT and MWWA.
- Staff advertised the CASP Planner position and distributed it to professional networks, associations, and universities with programs in airport management and planning.

Conduct and Process 2022/23 Baltimore-Washington Regional Air Passenger Survey (APS), Phase 1

- Staff completed the badging process at DCA.
- Staff developed a project overview of the 2023 APS.
- Staff continued work on a sampling plan and approach for the 2023 APS.

Air Cargo Element Update

No Activity.

Ground Access Travel Time Study

- Staff invited comments on the proposed approach for the project from the Aviation Technical Subcommittee. No significant comments were received.

Ground Access Forecast and Element Update

- Staff investigated the shift between auto-driver and auto-passenger trips between the 2011 and 2019 APS data based on a request from the Travel Forecasting and Emissions Analysis (TFEA) team

PROGRESS ON PLAN PRODUCTS

Task 5. Travel Forecasting

1. Staffing the TPB Travel Forecasting Subcommittee (TFS)
 - a. Two of six annual meetings have been held.
 - b. Dates of meetings held in FY 23: July 22, 2022; September 23, 2022;
2. A series of highway and transit networks used by the regional travel demand forecasting model, together with technical documentation, for use in air quality conformity analyses, development of air quality state implementation plans (SIPs), scenario studies, and model development.
 - a. COGTools software and geodatabase
 - i. Added features: Staff developed a new Station Management module. Staff made updates to the transit agency drop-down menu.
 - ii. Bug fixes: Implemented a fix so that records in the transit line files do not extend past the 144-column limit.
 - b. Detected network coding error, known as the 15000-series node error, which blocked some park-and-ride (PNR) and kiss-and-ride (KNR) access to some bus nodes. Staff has corrected all the transit networks used in the air quality conformity (AQC) analysis. Based on tests, the error does not have a material effect on the AQC analysis. Nonetheless, staff has re-run all the model years and will be preparing a new transmittal package that includes the model and model inputs (networks and land use data).

3. Development, maintenance, support, and improvement of the COG/TPB regional travel demand forecasting methods, including both the production-use and developmental travel models, and associated documentation.
 - a. Gen2/Ver. 2.4 Travel Model
 - i. Staff created loaded-link highway network shapefiles from the latest Ver. 2.4 Travel Model for all scenario years in preparation for future data requests.
 - ii. Staff completed testing the TRANSIMS ModeChoice software (Ver. 7.5.7) in the Ver. 2.4 Model and recommended its use in the next release of the Ver. 2.4 Model, in place of the outdated AEMS software.
 - b. Gen3, Phase 1 Travel Model
 - i. Updates summary scripts and investigated the model's apparent insensitivity to changes in tolls.
 - ii. Staff implemented an enhancement in the model to automatically extract the scenario name and create an empty outputs folder with the required file structure.
 - c. Gen3, Phase 2 Travel Model
 - i. Updated auxiliary travel models. Estimated auto ownership model. Proposed changes to transit path building to deal with a hyper-path problem.
 - ii. COG staff completed the task of estimating four component models as part of the Phase 2 model development.
 - d. Webpages: Updated webpages in July 2022 to reflect updates to travel models.
 - e. Travel model-related data requests: This fiscal year, staff have responded to 15 data requests.
4. Keep abreast of best practices in travel demand modeling.
 - a. Staff following developments from the Transportation Research Board (TRB) and the U.S. DOT Travel Model Improvement Program (TMIP) email distribution list.
 - b. Staff attended and presented at the Association of Metropolitan Planning Organizations (AMPO) Annual Conference, Oct. 25-28, 2022, in Minneapolis, Minnesota.

Task 6. Mobile Emissions Planning

1. Activities related to conducting regional air quality conformity analyses, such as conducting runs of the travel model and mobile emissions model and preparing technical documentation.
 - a. Staff finalizing documentation regarding the air quality conformity analysis of the 2022 Update to Visualize 2045.
 - b. Staff provided information from the regional travel demand forecasting model to the environmental justice analysis conducted on the LRTP.
2. Keep abreast of federal requirements related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software.
 - a. Staff have conducted tests of EPA's new mobile emissions modeling software, MOVES3.
3. Support development of an Attainment/Maintenance State Implementation Plans (SIPs) regarding 2015 ozone National Ambient Air Quality Standards (NAAQS), including developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx).
 - a. TPB staff continued to coordinate with COG DEP staff and state air agencies on plans related to development of the Attainment SIP and Maintenance Plan / Redesignation Request to address requirements of the 2015 Ozone NAAQS.
 - b. Staff is preparing new/updated Motor Vehicle Emissions Budgets (MVEBs) associated with developing a 2008 Ozone Maintenance Plan.

4. Coordinate with MWAQC and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of 2015 ozone NAAQS.
5. Climate Change Planning: Provide support for efforts to mitigate climate change due to the on-road transportation sector.
 - a. July 27, 2022: TPB staff briefed the Climate, Energy and Environment Policy Committee (CEEPC) on the TPB Climate Goals and Strategies adopted by the board in June 2022.
 - b. Staff continued to assess the potential impacts of the recently released Notice of Proposed Rulemaking (NPRM) for the Performance-Based Planning and Programming (PBPP) Greenhouse Gas performance measure and target setting. Staff has prepared a draft comment letter in September, which should be finalized in October.
 - c. In September 2022, staff worked with the three state DOTs to learn more about their plans related to the National Electric Vehicle Infrastructure (NEVI) Formula Program, established by the Bipartisan Infrastructure Law (BIL). State DOT representatives briefed the TPB Technical Committee in October on their NEVI plans.
 - d. TPB staff tested and reviewed the new Congestion Mitigation and Air Quality (CMAQ) Toolkit for estimating emissions benefits of highway and intermodal projects.
6. Air-quality-related data requests: This fiscal year, staff have responded to two air-quality-related data requests.

Task 7. Travel Monitoring and Data Programs

7.1 Transportation Research and Analysis

- Presentations, Visualizations, and information reports
 - Ongoing
- Workplan, survey data files, and documentation for travel surveys
 - Ongoing
 - Workplan for State of the Practice of Household Travel Surveys complete
 - Interviews with subject matter experts at other agencies underway
- Technical support
 - Ongoing

7.2 Data Management and Visualization Services

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

Task 8. Regional Land Use and Transportation Planning Coordination

8.1 Regional Land Use and Transportation Planning Coordination

- Updated Cooperative Forecasting land activity forecasts and documentation
 - Preliminary Round 10 Local Forecasts at the jurisdiction level completed
 - Preliminary Round 10 Reconciliation completed

- Local TAZ level forecasts are under development
- Analysis of Activity Center and High-Capacity Transit Station area historic trends and forecasts
 - Under development
- Presentations, visualizations, and information reports
 - Ongoing
- Technical support
 - Ongoing
- Annual Baseline Employment Guidance
 - Work to commence later in fiscal year.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

- Conduct and process 2022 Regional Air Passenger Survey, Phase 1
 - Project underway
- Air Cargo Element Update
 - Work to commence later in fiscal year.

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

	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	1,122,781.45	242,011.71	63,742.84	22%
Subtotal	1,122,781.45	242,011.71	63,742.84	22%
2. Transportation Improvement Program				
Transportation Improvement Program	228,463.67	58,779.36	8,292.83	26%
TIP Database Support	200,000.00	69,399.84	17,349.96	35%
Subtotal	428,463.67	128,179.2	25,642.79	30%
3. Planning Elements				
Congestion Management Process	464,830.51	90,804.78	17,961.93	20%
Systems Performance, Ops & Tech Planning	491,115.22	124,268.29	21,322.5	25%
Transportation Emergency Preparedness Planning	142,103.03	32,853.85	3,232.56	23%
Transportation Safety Planning	328,165.29	40,766.2	13,279.17	12%
Bicycle & Pedestrian Planning	183,504.17	37,625.87	9,143.4	21%
Regional Public Transportation Planning	420,752.48	53,737.74	10,290.26	13%
Freight Planning	319,649.73	78,762.07	27,314.15	25%
Metropolitan Area Transportation Operation Coord Program Planning	168,057.12	47,142.76	11,779.01	28%
Performance-Based Planning & Programming	233,757.32	50,205.52	10,197.01	21%
Resilience Planning	312,185.11	0	0	0%
Subtotal	3,064,119.98	556,167.08	124,519.99	18%
4. Public Participation				
Public Participation	913,276.45	165,923.09	35,992.01	18%
Subtotal	913,276.45	165,923.09	35,992.01	18%
5. Travel Forecasting				
Network Development	1,047,672.55	259,665.33	50,143.77	25%
Model Development	2,316,968.86	369,007.98	69,548.35	16%
Subtotal	3,364,641.41	628,673.31	119,692.12	19%
6. Mobile Emissions Planning				
Air Quality Conformity	965,194.31	244,070.18	44,912.12	25%
Mobile Emissions Analysis	1,300,371.68	321,624.91	68,344.6	25%
Subtotal	2,265,565.99	565,695.09	113,256.72	25%
7. Travel Monitoring and Data Programs				
Research & Analysis	1,582,114.53	285,843.52	60,812.7	18%
Data Visualization & Management	1,027,463.28	198,041.34	56,254.57	19%
TBD	0.00	10,771.25	0	0%
TBD	0.00	47,929.22	6,535.86	0%
Subtotal	2,609,577.81	542,585.33	123,603.13	21%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,165,429.24	299,027.17	59,364.8	26%
Subtotal	1,165,429.24	299,027.17	59,364.8	26%
9. Mobility and Enhancement Programs				
Transportation and Land Use Connections Program	578,941.89	34,890.25	11,766.59	6%
Enhanced Mobility Grant Program	92,739.74	13,214.17	2,934.32	14%
Transportation Alternatives Set-Aside Programs	35,916.83	5,908.51	1,025.03	16%
Other Tasks to be defined 9.5	374,899.11	50,784.85	45,467.33	14%
Subtotal	1,082,497.57	104,797.78	61,193.27	10%
10. TPB Support and Management				
TPB Support and Management	989,546.94	193,209.37	37,525.57	20%
Subtotal	989,546.94	193,209.37	37,525.57	20%
Core Program	17,005,900.51	3,426,269.13	764,533.24	20%
A. District of Columbia Technical Assistance				
Program Development & Misc.	329,633.45	1,598.95	1,208.8	0%
B. Maryland Technical Assistance				
Program Development & Misc.	492,970.49	3,032.93	268.63	1%
C. Virginia Technical Assistance				
Program Development & Misc.	384,846.81	13,073.34	4,992.77	3%
D. Public Transit Technical Assistance				
Program Development & Misc.	407,288.25	36,620.84	34,671.56	9%
Technical Assistance	1,614,739.00	54,326.06	41,141.76	3%
TPB Grand Total	18,620,639.51	3,480,595.19	805,675	19%

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

	TOTAL	TOTAL	FTA/STA/LOCAL	FTA	PL FUNDS/LOCAL	FHWA
	AUTHORIZED		AUTHORIZED		AUTHORIZED	
	BUDGET		EXPEDITURES		BUDGET	
A. DC Technical Assistant						
Program Development & Misc	14,999.99	1,598.95	1,681.64	179.26	13,318.35	1,419.69
Regional Safety PGM-DC	30,000.00	0.00	3,363.28	0.00	26,636.72	0.00
TBD	254,633.46	0.00	28,546.80	0.00	226,086.66	0.00
TBD	30,000.00	0.00	3,363.28	0.00	26,636.72	0.00
Subtotal	329,633.45	1,598.95	36,955.00	179.26	292,678.45	1,419.69
B. MD Technical Assistant						
Feasibility/Special Studies	24,999.99	0.00	4,347.42	0.00	20,652.57	0.00
Program Development & Misc	14,999.99	3,032.93	2,608.45	527.42	12,391.54	2,505.51
Planning Studies	35,000.00	0.00	6,086.39	0.00	28,913.61	0.00
TBD	157,970.51	0.00	27,470.57	0.00	130,499.94	0.00
Transportation Performance Measures	260,000.00	0.00	45,213.17	0.00	214,786.83	0.00
Subtotal	492,970.49	3,032.93	85,726.00	527.42	407,244.49	2,505.51
C. VA Technical Assistant						
Program Development & Misc	14,999.99	3,084.75	2,713.12	557.95	12,286.87	2,526.80
MARC - VRE Runthrough - VA	35,000.00	0.00	6,330.61	0.00	28,669.39	0.00
TBD	69,846.38	0.00	12,633.43	0.00	57,212.95	0.00
Transportation/Land Use Connection Program	80,000.00	1,320.53	14,469.97	238.85	65,530.03	1,081.68
Travel Demand Modeling	84,999.95	0.00	15,374.33	0.00	69,625.62	0.00
Travel Monitoring	100,000.49	8,668.06	18,087.55	1,567.83	81,912.94	7,100.23
Subtotal	384,846.81	13,073.34	69,609.00	2,364.63	315,237.81	10,708.71
D. WMATA						
Program Development & Misc	14,999.99	2,620.84	14,999.99	2,620.84	0.00	0.00
Regional HCT Graphic/Map	90,000.00	0.00	90,000.00	0.00	0.00	0.00
TBD	52,288.26	0.00	52,288.26	0.00	0.00	0.00
Transit Within Reach Soli	250,000.00	34,000.00	250,000.00	34,000.00	0.00	0.00
Subtotal	407,288.25	36,620.84	407,288.25	36,620.84	0.00	0.00
Grand Total	1,614,739.00	54,326.06	599,578.25	39,692.15	1,015,160.75	14,633.91