

FY 2023



National Capital Region
Transportation Planning Board

Work Program Progress Report
SEPTEMBER 2022
FY 2023

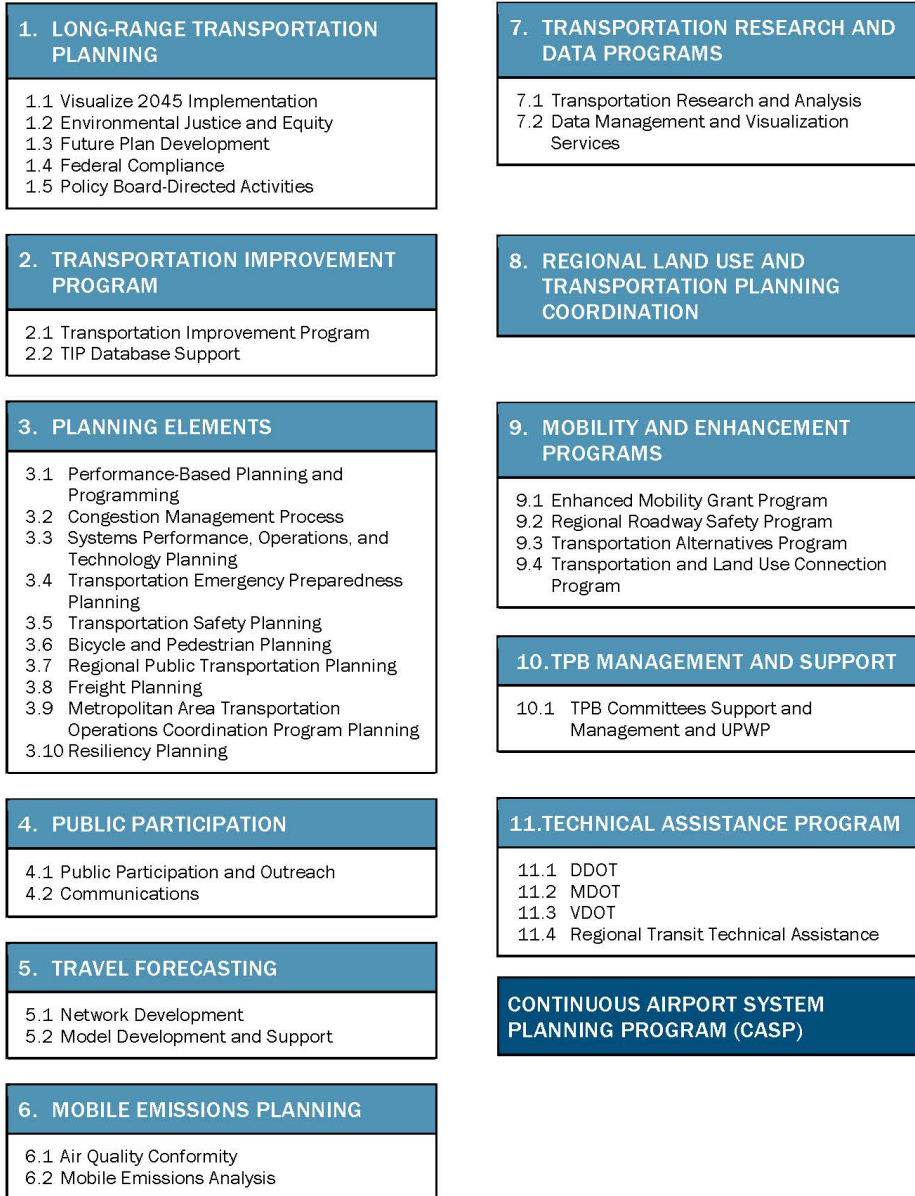
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The TPB approved its FY 2023 Unified Planning Work Program (UPWP) in March 2022. The TPB Work Program Progress Report summarizes each activity for April. In addition, this report concludes with status updates reflecting timelines for all ongoing program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



Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	\$1,122,781	\$73,429	16%	35

1. LONG-RANGE TRANSPORTATION PLANNING

Task 1.1 – Visualize 2045 Implementation

Staff continued to distributed the printed materials for the Visualize 2045 update.

Task 1.2 – Environmental Justice and Equity

Staff are conducting the environmental justice analysis.

Task 1.3 – Future Plan Development

Staff prepared and reviewed with the TPB Technical Committee a set of slides that presented the TPB’s plans for updating the long-range transportation plan with a target completion date of 2024. During this meeting, the slides provided an overview of the extra activities to be undertaken, and the products that staff are developing to support the plan update.

Staff finalized the scope of work for preparing a financial analysis for the 2024 Plan update.

1.4 – Federal Compliance

There have been no activities to report 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.

The TPB has directed that “..... the TPB itself and its staff commit that our work together will be anti-racist and will advance equity all its work and activities ...” In response to the TPB July 2020 resolution, TPB staff have conducted activities to discuss how to incorporate these concepts materially. The TPB staff conducted internal workshops to discuss examples of staff activities and have shared recent examples of best practices for considering equity and anti-racism in our work. TPB staff continue to weave equity, as a foundational principle, through TPB’s analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents.

	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$428,463	\$58,331	24%	37

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1– Transportation Improvement Program (TIP)

At its meeting on September 9, the TPB Steering Committee approved three resolutions to amend the FY 2023-2026 TIP. DDOT requested the first resolution to adjust project and funding information for 14 projects, including the East Capitol Street Corridor Mobility & Safety Plan. The second

resolution was approved at the request of WMATA to add funding to the Bus, Bus Maintenance Facilities, and Paratransit Program grouping of projects and programs. VDOT requested approval of the third resolution to add funding to 8 projects and programs, including the US 1 (Fralely Blvd.) Widening and VA Route 7/Route 690 Interchange projects.

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.

Under an expanded contract for professional services, EcoInteractive developed and refined customizations of the software platform, and performed other specialized tasks, including the creation of 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 the removal of a manually updated, legacy field for "Total Project Cost" from the previous iteration of the TPB's LRTP and TIP project database.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$3,064,119	\$182,453	14%	39

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff briefed the TPB and the TPB Technical Committee on the draft 2022-2025 targets developed for the Highway Asset and Highway Travel Reliability performance measures. Staff completed the two MPO CMAQ Performance Plans and distributed them to the state DOTs for inclusion in their biennial reports to FHWA. Additional language on PBPP performance for the NCR was also drafted and shared with the DOTs for use in the reports due to FHWA.

A comment letter on the FHWA's Greenhouse Gas performance measure Notice of Proposed Rulemaking (GHG NPRM) was briefed to the TPB and the TPB Technical Committee.

Staff attended a FHWA PBPP training session sponsored by VDOT.

3.2 Congestion Management Process

The September 15, 2022 meeting of the Vehicle Probe Data Users Group (VPDUG) was organized and conducted. Topics discussed included the "Nextgen" Trip Analytics for Origins/Destinations and Routes in the Regional Integrated Transportation Information Systems (RITIS); Signal Analytics data in RITIS; and Using Probe Data Analytics Suite Tools and Data for National Capital Region Transportation Planning Board Analyses: Tips and Lessons Learned (Part 2 - Part 1 was presented in June).

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

The September 8, 2022 meeting of the Systems Performance, Operations, and Technology Subcommittee (SPOTS) was organized and conducted. Topics discussed included an update on the Maryland State Police's use of unmanned aircraft systems (UAS); a summary of the series of regional operations forums/workshops that MDOT held around the state of Maryland titled "Working Towards Transportation Systems Management and Operations (TSMO)"; and a briefing on findings of a recent staff questionnaire of subcommittee members regarding those agencies' technology activities.

Staff participated in a September 28 of the MDOT-State Highway Administration Connected and Automated Vehicles Working Group.

3.4 Transportation Emergency Preparedness Planning

The September 14, 2022, a 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

Staff held planning sessions on September 6 and 22 with the Transportation Safety Subcommittee Chair to identify topics and speakers for future Safety Subcommittee meetings.

3.6 Bicycle and Pedestrian Planning

The September Bicycle and Pedestrian Subcommittee meeting was organized and held. Commuter Connections staff briefed the Subcommittee on the new State of the Commute survey results, Montgomery County Staff briefed the Subcommittee on the County's first Pedestrian Master Plan, and Prince George's County staff briefed the Subcommittee on the Prince George's Vision Zero Action Plan. The Subcommittee was also briefed on Montgomery County's Predictive Safety Analysis tool, and on pedestrian and bicycle safety outreach activities in Prince George's County.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee did not meet in September. The Technical Committee was briefed on the 2021 State of Public Transportation report.

TPB staff prepared letters of endorsement for federal grant applications by member jurisdictions. Staff attended the monthly WMATA JCC meeting and the Bus Network Redesign kick-off meeting. Additional meetings on the Bus Network Redesign effort were held with WMATA staff. Staff attended a MATOC TTF meeting.

3.8. Freight Planning

Staff, in coordination with the Subcommittee Chair, organized and conducted the regularly scheduled September 8, 2022 meeting of the TPB Transportation Freight Subcommittee. The agenda included a briefing on a short-term curb access pilot in the District of Columbia, and a briefing on a curb space allocation tool developed by Arlington County.

Staff held planning sessions on September 7 and 14 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 completed its review of relevant planning documents and began analysis of data provided by Staff and other sources.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

The seasonal kickoff virtual meeting of the MATOC Severe Weather Coordination Working Group was organized and conducted on September 13, 2022, planning for the upcoming season's winter weather response coordination.

The regularly scheduled September 16 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 conducted internal meetings to discuss an approach and next steps to implement the resiliency planning activities. For a new resiliency planner position that the TPB has created, an offer was made and accepted.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$913,276	\$45,972	14%	45

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

Work began on 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, TPB's on-call consultant. The study began in September. 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. For the first steps in the evaluation, the consultants finalized a work plan, requested data from TPB staff, and began scheduling a series of focus groups that will be conducted in October.

Staff planned and conducted a special CAC meeting for September, which hosted representatives from the state DOTs for informal discussions about the relationship between state and regional planning.

Staff prepared for CAC recruitment. The application period will be open between mid-October and early December. 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:

- **Survey highlights 'telework explosion' and other regional commuting trends since pandemic onset**
September 8, 2022
- **Area officials endorse new regional electric vehicle planning initiatives**
September 14, 2022
- **Take the Pledge and Go Car Free with Commuter Connections**
September 15, 2022

- **COG Board receives briefing from new WMATA General Manager Randy Clarke**
September 21, 2022
- **Thousands of DC area residents pledge to go car free**
September 22, 2022
- **Transportation Resiliency Resource Guide shares takeaways from TPB webinar series**
September 30, 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	\$187,897	15%	47

5.1 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-2021, year-2023, and year-2045 networks to reflect removal of the 15000-series nodes.

With the recent network fixes, especially those related to the 15000-series nodes, staff re-generated network files for the Air Quality Conformity (AQC) analysis years and conducted sensitivity tests for the analysis years of 2021 and 2045 to examine the modeling impact of these fixes. Based on the sensitivity testing results, staff decided to rerun all the analysis years and create an updated model transmittal package for the Ver. 2.4 Travel Model. Staff notified the Travel Forecasting Subcommittee (TFS) about this decision at the September 23 meeting.

Staff began planning for 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).

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

Staff developed a new Station Management module in COGTools that enables users to update the station table in the network database through the GUI. Staff documented this work in a memorandum dated September 7. Staff also fixed a bug in the Station Management module which was found when using the module for network development work.

Staff continued to work on an automated procedure in COGTools that will perform Quality Assurance/Quality Conformity (QA/QC) checks on network files exported from the Unified Network Database. Staff created a draft memorandum, dated September 8, that proposes a list of QA/QC checks to be performed in this procedure. The memo is currently undergoing an internal review.

Network staff met on September 12 and created a schedule for developing a base transit network for the upcoming 2024 LRTP update.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months. Staff attended and presented at the September 23 TFS meeting and started preparing meeting highlights. The meeting mainly covered the following topics:

- Scenario Analysis for TransAction – Long-Range Transportation Plan Update in Northern Virginia (presentation by Northern Virginia Transportation Authority staff)
- Transportation Surveys Focused on Travel Behavior Impacts of the Pandemic
- COG/TPB Gen3 Travel Model: Status report
- Testing the TPB’s travel models and MOVES models on AWS cloud servers (due to time limitations, this item was deferred until the November TFS meeting)

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

Staff continues to rerun the Ver. 2.4 Travel Model for all the AQC analysis years, which will allow staff to create an updated Ver. 2.4 Model transmittal package.

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. Documenting the testing results is on hold due to other work priorities.

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

No activity.

Generation 3 Travel Model

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

- COG held three check-in meetings with RSG and BMG, the consultants on the Gen3 Model development project on September 1, 15, and 29.
- Staff continued to work on the Gen3, Phase 1, Model received from RSG in January. Specifically,
 - Per suggestion from RSG, staff conducted an additional sensitivity test that globally increased the AM-peak highway/transit skims by 20%. Staff shared the preliminary results with RSG at the September 15 check-in meeting. Based on the results, RSG acknowledged that there is an insensitivity issue in the time-of-day choice model that needs to be addressed in Phase 2.
 - Staff are in the process of developing a set of flowcharts for the model steps of the Gen3, Phase 1, Model.
- 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,
 - RSG completed the estimation of the trip mode choice model, telecommuting frequency, and transit pass subsidy models. Documentation is underway.
 - COG staff are tasked with estimating four component models. The work is now expected to be completed in October.
 - COG staff completed estimation work for the auto ownership model. Documentation is underway.

- COG staff conducted estimation of the Mandatory Tour Frequency (MTF) Model and Coordinated Daily Activity Pattern (CDAP) Model. However, RSG is in the process of updating the setup and estimation data bundle (EDB) files for the two models due to a series of discrepancies that COG staff found in the data files. The estimation needs to be rerun once the updated EDB files become available.
- On August 15, staff reported a technical issue in the Larch model estimation package that is being used for estimating the Non-Mandatory Tour Frequency (NMTF) Model. Staff tested a potential solution provided by the developer of Larch, but it did not work. The estimation work is on hold until the technical issue can be resolved. Due to this delay, the project team will likely skip the estimation of the NMTF Model and use the default model coefficients for the Gen3, Phase 2, Model.
- Staff completed implementation of the Cube Public Transport (PT) multi-routing algorithm in the Gen3 Model with a partial fix to the hyperpath issue that staff found in the algorithm. Specifically,
 - Staff transmitted the implementation files to RSG on September 13, which were subsequently incorporated into the Gen3, Phase 2, Model.
 - Bentley staff tested additional methodologies to address the hyperpath issue and shared testing results with COG staff on September 16. Based on the testing results, Bentley staff acknowledged that there is no perfect solution to the hyperpath issue in the current PT algorithm and agreed with COG and RSG's decision to move forward with the partial fix.
 - Staff documented this work in a memorandum dated September 29.
- Staff reviewed and provided feedback on RSG's proposed methodologies for developing the calibration targets of the destination choice model and for implementing the transit subsidy model while dropping the transit pass ownership model in the Gen3, Phase 2, Model.
- Staff implemented an enhancement in the Gen3 Model to automatically extract the scenario name and create an empty outputs folder with the required subfolders. Staff conducted model tests and found that this update led to slightly different modeling results. The staff is in the process of investigating this discrepancy.
- Staff created a program that summarizes the person trips from ActivitySim into OMX/Cube O-D 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 three data requests: Two requests were from VDOT, and one request was from a consultant working on a study of toll rates on the Dulles Greenway. The requested data included the Ver. 2.4 Travel Model, loaded-link highway network files (for 2017, 2019, 2021, 2025, 2030, 2040, and 2045) from the Version 2.4 Travel Model.

In addition, staff conducted modeling tests and responded to an inquiry from Maryland-National Capital Park and Planning Commission (M-NCPPC) staff regarding the potential use of Intra-step Distributed Processing (IDP) in the transit skimming step of the Ver. 2.4 Model.

Staff held a monthly check-in meeting with COG's IT staff on September 16 to discuss issues regarding a planned migration of DTP's travel modeling servers and MOVES model computers from on premises to the cloud. Based on the testing results and the IT's updated cost analysis of AWS cloud servers, staff decided to move forward with the purchase of two dedicated cloud servers and two on-demand servers.

To keep up to date with software features offered by various travel demand forecasting software packages, staff attended a one-week TransCAD training workshop from September 12 to September 16. Staff provided feedback to Caliper after this training.

Staff attended the Transportation Data Marketplace Origin-Destination Vendor Forum on September 14.

Staff attended the ActivitySim Monthly Partners-Only Check-In meeting on September 15. 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	\$190,314	20%	51

6. MOBILE EMISSIONS PLANNING

6.1 Air Quality Conformity

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.

6.2 Mobile Emissions Analysis

Staff from COG's Department of Environmental Programs (DEP) and COG's Department of Transportation Planning (TPB staff) continued to coordinate with state air agencies on plans related to development of the Attainment State Implementation Plan (SIP) and Maintenance Plan/Redesignation Request to address requirements of the 2015 Ozone National Ambient Air Quality Standards (NAAQS). Following the receipt of MOVES3 model inputs 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 SIP analyses. Staff developed a presentation and a detailed memo, dated September 12, for the Technical Advisory Committee of the Metropolitan Washington Air Quality Committee (MWAQC-TAC) and shared the results of a sensitivity test comparing MOVES3 to MOVES2014 (item #3). 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 SIP. Staff coordinated with the EPA about possible steps needed to update those MVEBs (item #3 and item #4 at MWAQC-TAC). Staff also reached out to planning agencies in other large metropolitan areas around the country to determine if other areas are also seeing an increase in Nitrogen Oxides (NOx) using the EPA's MOVES3 emissions model compared to the MOVES2014 emissions model, and some of the key findings from this research that showed similar trends in other large metropolitan areas were shared with MWAQC-TAC (item #3). Finally, DEP staff discussed the implications of the 2022 ozone season data from the monitors in our region (item #2), which will likely ultimately result in the EPA issuing a clean data determination (CDD) and our region having to prepare a maintenance plan related to the 2015 Ozone NAAQS (rather than an attainment plan – item #4).

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 attended the MWAQC and Climate, Energy and Environment Policy Committee (CEEPC) meetings. 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 will brief the TPB Technical Committee in October on their NEVI plans.

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 (GHG) performance measure and target setting. Staff corresponded with our MPO peers through the Association of Metropolitan Planning Organizations (AMPO) and prepared and submitted a comment letter to the Environmental Protection Agency (EPA) on September 29. Draft versions of the letter had been shared with the TPB Technical Committee (item #10) and the TPB (Director's Report).

TPB staff also monitored developments related to the Carbon Reduction Program and attended a webinar on this topic administered by the FHWA. The BIL established the program to provide funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

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 new software on both criteria pollutants and GHGs.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$2,609,577	\$156,856	16%	53

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Transportation Research and Analysis

- Staff refined the list of agencies and staff to contact about best practices in travel survey methodology and began conducting interviews.
- Staff held an internal meeting to provide an overview of best practices in the travel survey methodology project.
- Staff delivered a presentation to the Travel Forecasting Subcommittee on findings from a literature review examining surveys measuring the impacts of COVID-19 on transportation and travel behavior.
- Staff delivered a presentation at the 2022 APA National Capital Area Chapter Annual Conference on findings from a literature review examining surveys measuring the impacts of COVID-19 on transportation and travel behavior.
- Staff began the analysis of traffic at the region’s continuous counting stations for July and August 2022 and discussed the Covid Snapshot at the September 23 Travel Forecasting Subcommittee meeting. Staff collected data and analyzed roadway traffic during the week surrounding Labor Day compared with that of each of the previous three years (2019-2021).
- Staff finalized the update of SAS programs and 2019 and 2020 regional HPMS feature classes to be consistent with the lane mile calculation method used in each state for pavement condition reporting. Staff provided the updated databases to TPB PBPP and Visualization. In addition, staff reviewed the draft NBI dashboard and provided feedback to fellow TPB staff.
- Staff finalized the memo comparing the pre-pandemic and pandemic era Arlington County trail usage by primary trail function (commuter vs recreational). Staff began to summarize 2021 and 2022 Arlington County trail count data to add to the analysis but identified an anomaly in the data which is currently being researched.
- Staff was trained on the process for the annual update of the regional vehicle miles traveled (VMT) spreadsheet and staff requested data from the states to perform the 2021 update.
- Staff updated the 2014,2015,2017, and 2018 RTDC hourly traffic files with the adjusted volume for two links to reflect their reversible lanes in the AM and PM. Staff provided 2018 hourly traffic data and related spatial files to a university student for research purposes.

Meetings & Conferences

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

7.2 Data Management and Visualization Services

- Staff responded to comments received on 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 added the 2022 update to Equity Emphasis Areas (EEA) to the Regional Transportation Data Clearinghouse (RTDC). Staff created a new content item for the 2022 data and updated

the 2018 metadata. Staff also created a file geodatabase download option for the 2022 data that provides improved attribute field names when downloading the data.

- Staff continued work to update the HCT- EEA Hub Page to reflect the recently approved changes to EEAs. Staff obtained 2020 American Community Survey (ACS) data from the Census Bureau for the TPB Planning region to update several datasets used in applications featured on the Hub page.
- Staff created an Excel table of demographic information for EEAs in the City of Alexandria. As a follow up task to this request, staff reviewed the current EEA web mapping application and made updates to the functionality and data references.
- Staff began work on developing a plan to update the way traffic-related datasets are prepared and shared with the RTDC. This work is ongoing.

GIS Committee/GDX Working Group

- Staff planned and participated in the September 20 GIS Committee/GDX Working Group virtual meeting. Highlights of the meeting included: a presentation on the DC FEMS Fireboat Team’s use of the NCR/GDX, a discussion of the Northern Virginia Broad Agency Announcement Lidar acquisition, and the regular status reports on the NCR/GDX and NextGen 9-1-1. Staff represented the GIS Committee at the September 15 CIO meeting.

Data Requests

- Staff responded to a request from the City of Hyattsville planning staff regarding questions about COG’s involvement in tree planting in EEAs. Staff referred the requestor to staff in the Department of Environmental Programs (DEP).

Meetings & Conferences

- Staff attended the National Capital Area Chapter (NCAC) of the American Planning Association (APA) meeting on September 30.
- Staff met with Esri technical and account staff to discuss Esri’s Streetmap Premium product.
- Staff attended the September 14 meeting of the Maryland State Geographic Information Committee (MSGIC) executive committee.
- Staff attended the September 20 meeting of the Bicycle and Pedestrian Subcommittee.
- Staff attended the September 13 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	\$93,523	21%	57

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

Planning for Round 10

- DCPS staff developed and presented a detailed PowerPoint on the draft Round 10 Econometric Model at the September Cooperative Forecasting Subcommittee and Planning Directors Committee meetings.

- DCPS staff continued one-on-one meetings with Forecasting Subcommittee members to determine their progress on developing Round 10 and to help as needed.
- DCPS staff continued work analyzing CoStar data to develop the 2021 Multi-family Rental Construction Report.
- DCPS and DTP provided support following a question on self-employment and the baseline employment guidance.

COVID Economic Impacts monitoring

- DCPS staff continued to update the PowerPoint presentation that documents the effects to date of COVID on the region’s economy. Staff began to compile additional data on ‘recovered’ jobs in the COG region and peer MSAs.

Housing Targets

- DCPS Housing staff continued work with accounting to complete transmittal of the HAPP grant awards to recipients.
- Staff organized and convened the September Housing Directors meeting.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILITY AND ENHANCEMENT PROGRAMS	\$1,082,497	\$15,465	4%	59

9. MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

No activity.

9.2 Regional Roadway Safety Program.

Staff received consultant proposals for each of the FY 2023 projects and assembled Technical Selection Committees to score the submissions.

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

- VA (City of Alexandria – Near Miss Tool) – TPB Staff and the consultant executed a scope change modification that retains the original intent of the project while adjusting the work scope to accommodate available data.
- VA/MD (Arlington & Prince George’s Counties - Traffic Safety Gardens) – The consultant team began writing a draft report. In addition, the consultant team completed research interviews and documented findings from the interviews for review by Arlington and Prince George’s County staff.
- 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 delivered a draft project prioritization memorandum to City of Falls Church staff for review and comment and began work on a proposed project prioritization methodology. The City of Falls Church provided comments on the proposed methodology.
- VA (Prince William County – Graham Park Road Safety Improvements) – The consultant developed an existing condition report for review by Prince William County staff.

9.3 Transportation Alternatives Set-Aside Program

Staff coordinated with DDOT on the TA solicitation for DC, which was launched in mid-September.

9.4 Transportation/Land-Use Connections (TLC) Program

The consultant selection process for the 11 FY 2023 TLC projects was completed in September. All task orders were fully executed, and kickoff meetings were scheduled. Most kickoff meetings occurred in September (see below).

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

- Safe Routes to School Walk Audits Phase 2 (Alexandria) - The project team conducted a kick-off meeting on September 26, discussed the project background and reviewed a project schedule that includes monthly check-in calls. A formal kick-off meeting involving City of Alexandria schools, police department crossing guard supervisors, and the City's communications staff was tentatively planned for mid-October.
- Independence Avenue Corridor Study (DC) - The project team conducted a pre-kickoff meeting on September 27 and began a series of bi-weekly check-in meetings. The team scheduled a full kick off meeting for October.
- Delivery Microhub Feasibility Study (DC) – The project team conducted a pre-kickoff meeting on September 15 and began a series of bi-weekly check-in meetings. The team confirmed details related to the Statement of Work and began to plan for a more formal kickoff meeting with stakeholders in October.
- New Design Road Bikeway Study (Frederick Co) - Kickoff meeting held on September 19. The following items were discussed: Introductions, TLC program overview, Scope of Work review, project schedule, data needs, next steps.
- 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 will be scheduled but has not been set yet.
- Active Transportation Study (Manassas Park) - The City of Manassas Park staff, consultant and miscellaneous stakeholders held a Kickoff meeting on September 30. A site visit of the city's trails is planned for November 16.
- Montgomery Co Streetlight Standards (Montgomery Co) – Preliminary planning was underway in September.
- Commuter Garage First-/Last-Mile Study (Prince William Co) - The team kicked off the project and PWC shared a dropbox link with resources for the consultant to use.
- Fleet & Monroe Streets Complete Streets Feasibility Study (Rockville) - The project team kicked off on September 15, collected the supporting files for producing the CAD basemap for the study area, and started coordinating the turning movement count since October 5. City of Rockville shared the count at Fleet St & Monroe St and Maryland Ave & Fleet St. The consultant is scheduling counts at the rest two intersections as the next step.
- Takoma Park Metropolitan Branch Trail Upgrade (Takoma Park) - The kick-off meeting was held on September 26.
- New Ave Bikeway - District Connector (Takoma Park) - The kick-off meeting was held on September 26.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	\$989,546	\$50,384	16%	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 September FY 2023 include:

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

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

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

- CAO’s Monthly Meeting
- Montgomery County Climate Impact Assessment Bill
- TPB – WMATA Coordination
- COG Planning Directors
- MVEB Planning Meeting
- COG Housing Directors’ Advisory Committee Meeting
- October COG Board Climate Discussion
- EJ Analysis Phase II Results Draft Review
- Climate, Energy and Environment Policy Committee
- Resiliency Planning Next Steps (UPWP)
- Metropolitan Washington Air Quality Committee
- Better Bus Network Redesign TPB Inputs Meeting with WMATA

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	\$1,908	1%	63
District of Columbia	\$329,633	\$390	0%	63
Maryland	\$492,970	\$390	1%	65
Virginia	\$384,846	\$738	2%	68
Regional Transit	\$407,288	\$390	0%	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 the 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 the 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 identified staff at Fort Belvoir to contact to inform them that the traffic counting contractor would be conducting non-motorized counts in the vicinity of Fort Belvoir and drafted email text for VDOT staff to send. The contractor conducted two-day active transportation counts at seven locations in Fairfax County.

3. Travel Demand Modeling

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 the 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 the Regional Safety program section of this progress report for more details.

6. Other Tasks to be Defined

11.D Regional Transit

1. Program Development, Data Requests, and Miscellaneous

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

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 for and convened the Aviation Technical Subcommittee on September 22. The meeting included updates on the 2022-2023 Washington-Baltimore Regional Air Passenger Survey as the 2019 Ground Access Forecast Update. The meeting also included an overview of the approach for the Ground Access Travel Time Study.
- Staff prepared and finalized highlights from the March Aviation Technical Subcommittee.
- Staff updated the enplanement spreadsheet maintained for the CASP program with the latest reports from MDOT and MWAA.
- Staff prepared a description to be used to advertise the CASP Planner position.

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

- Staff completed the badging process for BWI and IAD; DCA badging process is in progress.
- Staff delivered an update on the 2022/23 APS to the Aviation Technical Subcommittee.
- Staff shared the draft questionnaire for the 2022/23 APS to airport stakeholders for comments/input.
- The contract for this project was terminated for convenience. Additional work for this survey will be conducted by staff.
- Staff began work on a sampling plan and approach. Activities included: developing an outline to prepare the plan, reviewing sampling plans and survey methodology for other Airport surveys, reviewing previous APS sampling plan documentation, and pulling a sample from the latest data using the prior sampling approach.

Air Cargo Element Update

No Activity.

Ground Access Travel Time Study

- Staff began planning for the Ground Access Travel Time Study Update. Staff prepared a memo outlining the proposed approach for the project and shared it with the Aviation Technical Subcommittee.

Ground Access Forecast and Element Update

- Staff presented the GAFU draft technical memo to the Aviation Technical Subcommittee and solicited input from airport shareholders.

PROGRESS ON PLAN PRODUCTS

Task 1: Long-Range Transportation Planning

Task 4. Public Participation

Evaluation of Public Participation Activities

- September: The evaluation kicks off
- Late September/October: Research will be conducted
- November: Report drafted
- December: Report shared with TPB Technical Committee, Community Advisory Committee (CAC), and Access for All (AFA) Advisory Committee

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.
 - d. Webpages: Updated webpages in July 2022 to reflect updates to travel models.
 - e. Travel model-related data requests: Staff responded to three requests in September 2022, for a total of 15 data requests for the fiscal year.
- 4. Keep abreast of best practices in travel demand modeling.
 - a. Staff following developments from the Transportation Research Board (TRB) and the U.S. DOT Travel Model Improvement Program (TMIP) email distribution list.

Task 6. Mobile Emissions Planning

1. Activities related to conducting regional air quality conformity analyses, such as conducting runs of the travel model and mobile emissions model and preparing technical documentation.
 - a. Staff finalizing documentation regarding the air quality conformity analysis of the 2022 Update to Visualize 2045.
 - 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.
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).
6. Air-quality-related data requests: Staff responded to one air-quality-related data request in September. For the fiscal year, there have been two air-quality-related data requests.

Task 7. Travel Monitoring and Data Programs

- 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
 - 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
September 2022

	DC, MD and VA FTA, FHWA and LOCAL BUDGET TOTAL	FUNDS EXPENDED	BILLED THIS MONTH	% FUNDS EXPENDED
1. Long-Range Transportation Planning				
Long - Range Transportation Planning	1,122,781.45	178,268.87	73,429.98	16%
Subtotal	1,122,781.45	178,268.87	73,429.98	16%
2. Transportation Improvement Program				
Transportation Improvement Program	228,463.67	50,486.53	23,631.58	22%
TIP Database Support	200,000.00	52,049.88	34,699.92	26%
Subtotal	428,463.67	102,536.41	58,331.5	24%
3. Planning Elements				
Congestion Management Process	464,830.51	72,842.85	29,595.53	16%
Systems Performance, Ops & Tech Planning	491,115.22	102,945.79	38,401.6	21%
Transportation Emergency Preparedness Planning	142,103.03	29,621.29	10,241.47	21%
Transportation Safety Planning	328,165.29	27,487.03	7,992.53	8%
Bicycle & Pedestrian Planning	183,504.17	28,482.47	14,308.96	16%
Regional Public Transportation Planning	420,752.48	43,447.48	18,732.79	10%
Freight Planning	319,649.73	51,447.92	29,278.19	16%
Metropolitan Area Transportation Operation Coord Program Planning	168,057.12	35,363.75	15,292.76	21%
Performance-Based Planning & Programming	233,757.32	40,008.51	18,609.18	17%
Resilience Planning	312,185.11	0	0	0%
Subtotal	3,064,119.98	431,647.09	182,453.01	14%
4. Public Participation				
Public Participation	913,276.45	129,931.08	45,972.56	14%
Subtotal	913,276.45	129,931.08	45,972.56	14%
5. Travel Forecasting				
Network Development	1,047,672.55	209,521.56	80,296.95	20%
Model Development	2,316,968.86	299,459.63	107,600.54	13%
Subtotal	3,364,641.41	508,981.19	187,897.49	15%
6. Mobile Emissions Planning				
Air Quality Conformity	965,194.31	199,158.06	87,091.18	21%
Mobile Emissions Analysis	1,300,371.68	253,280.31	103,223.11	19%
Subtotal	2,265,565.99	452,438.37	190,314.29	20%
7. Travel Monitoring and Data Programs				
Research & Analysis	1,582,114.53	225,030.82	98,064.17	14%
Data Visualization & Management	1,027,463.28	141,786.77	55,557.04	14%
Subtotal	2,609,577.81	418,982.2	156,856.53	16%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,165,429.24	239,662.37	93,523.85	21%
Subtotal	1,165,429.24	239,662.37	93,523.85	21%
9. Mobility and Enhancement Programs				
Transportation and Land Use Connections Program	578,941.89	23,123.66	7,873.19	4%
Enhanced Mobility Grant Program	92,739.74	10,279.85	4,211.65	11%
Transportation Alternatives Set-Aside Programs	35,916.83	4,883.48	1,452.75	14%
Other Tasks to be defined 9.5	374,899.11	5,317.52	1,927.44	1%
Subtotal	1,082,497.57	43,604.51	15,465.03	4%
10. TPB Support and Management				
TPB Support and Management	989,546.94	155,683.8	50,384.45	16%
Subtotal	989,546.94	155,683.8	50,384.45	16%
Core Program	17,005,900.51	2,661,735.89	1,054,628.69	16%
A. District of Columbia Technical Assistance				
Program Development & Misc.	329,633.45	390.15	390.15	0%
B. Maryland Technical Assistance				
Program Development & Misc.	492,970.49	2,764.3	390.15	1%
C. Virginia Technical Assistance				
Program Development & Misc.	384,846.81	8,080.57	738.49	2%
D. Public Transit Technical Assistance				
Program Development & Misc.	407,288.25	1,949.28	390.16	0%
Technical Assistance	1,614,739.00	13,184.3	1,908.95	1%
TPB Grand Total	18,620,639.51	2,674,920.19	1,056,537.64	14%

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

	TOTAL		FTA/STA/LOCAL		PL FUNDS/LOCAL		FHWA
	AUTHORIZED	TOTAL	AUTHORIZED	FTA	AUTHORIZED		
	BUDGET	EXPEDITURES	BUDGET	EXPENDITURES	BUDGET	EXPENDITURES	
A. DC Technical Assistant							
Program Development & Misc	14,999.99	390.15	1,681.64	43.74	13,318.35		346.41
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	390.15	36,955.00	43.74	292,678.45		346.41
B. MD Technical Assistant							
Feasibility/Special Studi	24,999.99	0.00	4,347.42	0.00	20,652.57		0.00
Program Development & Misc	14,999.99	2,764.30	2,608.45	480.70	12,391.54		2,283.60
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	2,764.30	85,726.00	480.70	407,244.49		2,283.60
C. VA Technical Assistant							
Big Data Study-VA	14,999.99	2,547.50	2,713.12	460.78	12,286.87		2,086.72
Program Development & Misc	35,000.00	0.00	6,330.61	0.00	28,669.39		0.00
MARC - VRE Runthrough - VA	69,846.38	0.00	12,633.43	0.00	57,212.95		0.00
TBD	80,000.00	0.00	14,469.97	0.00	65,530.03		0.00
Transportation/Land Use Connection Program	84,999.95	0.00	15,374.33	0.00	69,625.62		0.00
Travel Demand Modeling	100,000.49	5,533.07	18,087.55	1,000.79	81,912.94		4,532.28
Subtotal	384,846.81	8,080.57	69,609.00	1,461.57	315,237.81		6,619.00
D. WMATA							
Pgm Development & Misc	14,999.99	1,949.28	14,999.99	1,949.28	0.00		0.00
Regional HCT Graphic/Map	90,000.00	0.00	90,000.00	0.00	0.00		0.00
TBD	52,288.26	0.00	52,288.26	0.00	0.00		0.00
Transit Within Reach Soli	250,000.00	0.00	250,000.00	0.00	0.00		0.00
Subtotal	407,288.25	1,949.28	407,288.25	1,949.28	0.00		0.00
Grand Total	1,614,739.00	13,184.30	599,578.25	3,935.29	1,015,160.75		9,249.01