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FY 2024

**National Capital Region
Transportation Planning Board**

Work Program Progress Report
April 2024

FY 2024

The TPB approved its FY 2024 Unified Planning Work Program (UPWP) in March 2023. 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 2024 UPWP for details concerning the approved budget, and work description for each task. The following graphics identifies all the activities in the UPWP.

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Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	$1,136,668	$69,996	68%	41

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 – Visualize 2045 Implementation

Staff continued working on developing an existing multimodal system map as of 2023 including the BRT/Transitway and express lane priority strategies completed since the 2045 plan's adoption. Staff finished reviewing the list of RSAQ projects being resubmitted to Visualize 2050 from the 2045 plan, noting in the public comments which projects were on the original "green" exempt list, "orange" non-exempt list, or not in the 2045 plan.

1.2 – Environmental Justice and Equity

Staff presented the Technical Committee with the Visualize 2050 comment form responses and received feedback on tracking demographics and outreach results for internal use to improve outreach efforts in the future. Staff attended a Title VI training course for MPOs.

1.3 – Future Plan Development

In less than a week, staff summarized the results from the March comment period in early April and presented the results at the April Technical Committee meeting. Staff also shared the results with the TPB. In summarizing results, staff used AI to summarize key themes from comments received from various communication methods and included that information in the memo. Staff consolidated the comments from MetroQuest, prepared tables and charts showing results, and read through and analyzed comments to share key takeaways. Staff coordinated with agencies on responses to public comments.

Staff coordinated with local agencies on remaining technical corrections requested by April 12 in advance of the TPB meeting. Staff continued to apply changes to ongoing versions of the AQC Table and the PIT. Staff compared the PIT data to the AQC Table and highlighted differences needing corrections. Staff continued discussions on PIT 2.0 needed improvements before launching.

Staff continued bi-weekly meetings with the graphic designer focusing on website development and prepared for the May Technical Committee and TPB meetings in advance of the TPB's vote. This work included preparation of the resolution, memo, and presentation.
Staff reviewed the financial information of project inputs submitted to the PIT database for the Visualize 2050 air quality conformity analysis, completing an initial modal analysis for presentation. Staff assisted with responses to comments received through the public participation process.

Staff prepared for STWG meetings where the public engagement, PIT, project inputs were discussed with agencies. Staff held a 2050 team meeting and continued weekly plan/PIT discussions.

1.4 – Federal Compliance

No work to report.

1.5 – Policy Board-Directed Activities

Staff maintained a calendar of key activities and met internally to ensure progress on plan development. This month staff shared the public feedback from the March comment period on the regionally significant for air quality project inputs and the air quality conformity analysis scope of work, per the TPB's adopted schedule for the Visualize plan update. Staff provided additional updates about project input to be approved by the Board next month.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	$583,710	$52,940	57%	43

2. *TRANSPORTATION IMPROVEMENT PROGRAM*
2.1– Transportation Improvement Program (TIP)
At its meeting on Friday, April 5, the TPB Steering Committee adopted two resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as requested by the Maryland and Virginia Departments of Transportation (MDOT, and VDOT) and described below.

- TPB SR20-2024 –MDOT amendments to the following three TIP records on behalf of MDOT's State Highway Administration (SHA), Maryland Transit Agency (MTA), and Prince George's County Department of Public Works & Transportation (DPW&T), described respectively below:
  - o Areawide Safety and Spot Improvements project grouping (T3084) – this SHA amendment adds a net total of $82.5 M across all four fiscal years of the program using $66 M from four FHWA funding sources (NHPP, STBG, HSIP, and CMAQ), and $16.5 M of state funding.
  - o New Charles County Bus Operations and Maintenance Facility project (T13606) – this MTA amendment adds a net total of $13.375 M in FTA's Sect. 5307 and Sect. 5311 funding with state and local matching funds for the construction of this new bus facility.
  - o Lottsford Rd., Bridge No. P-0283 project (T13603) – this DPW&T amendment adds $500,000 in Bridge Formula Program and local matching funds to fiscal years 2025 and 2026 for preliminary engineering, with an additional $2 M anticipated to be programmed in FY 2027 and beyond for construction of major repairs and bridge preservation work, bringing the total project cost to $2.5 M
- TPB SR21-2024 – requested by VDOT on behalf of Virginia Railway Express (VRE) to reprogram state and local funding and add FTA Sect. 5307-SGR funding for a net total increase of approximately $7.5 M for the Franconia-Springfield Station Improvements project (T11630).

TPB Staff approved administrative modifications for nine TIP records in the month of April.

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 staff and member agency users.

Work in progress or completed in April under the baseline maintenance and support contract included updating some standard data values and fixing some bugs:
- Fixed an issue that pending approval notices for STIP Amendments were not being sent to some federal users (Dan oenig, at FTA in particular), and a similar, but unrelated issue that was blocking one State DOT (Sam Brooks from DDOT) from seeing pending state approvals.
- Added a new funding source available for selection in TIP funding tables for SMART Grant.
- Began investigating the possible unintended deletion of some versions of some conformity records.

EcoInteractive continued ongoing work on developing the platform upgrade for the Project InfoTrak database application. Under an expanded contract for professional services, EcoInteractive developed and refined customizations of the software platform, and performed other specialized tasks. Due to the imminent debut of the upgraded platform, TPB staff have held back from using these work hours to make improvements to the soon-to-be discontinued existing platform and focused on deploying ideas for any new customizations or features in the upgraded platform.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	$3,505,138	$142,439	55%	45

3. PLANNING ELEMENTS

3.1 Performance-Based Planning
Staff continued work on data and a target methodology for the Greenhouse Gas (GHG) Emissions performance measure, but suspended further work given the judicially ordered suspension of the rulemaking.

Staff collected information for the highway asset and system performance areas of the PBPP process, in support of a mid-period update and for PBPP material to be incorporated into the Visualize 2050 transportation plan.

3.2 Congestion Management Process
Staff continued information gathering, analysis, and development of the 2024 Congestion Management Process Technical Report.

3.3 Systems Performance, Operations, and Technology Planning
The consultant team kickoff was held on April 11, 2024, and work began on a member agency operations technology regional inventory project.

3.4 Transportation Emergency Preparedness Planning
The regularly scheduled April 10, 2024, Transportation Emergency Preparedness Committee (R-ESF 1) virtual meeting was organized and conducted, discussing current regional transportation emergency preparedness issues.

3.5 Transportation Safety Planning
The Transportation Safety Subcommittee met on April 9, 2024. The meeting agenda focused on speed management along arterials and included briefings on speed management strategies in the latest edition of NHTSA's Countermeasures that Work, Montgomery County's Complete Streets Design Guide, and the City of Portland, Oregon's Vision Zero program and approach to speed management.

Staff began planning for a kick-off meeting with the consultant team to begin work on the Regional Safety Study. Staff also developed and discussed plans for a Safety Summit to be held later in the year.

Planning sessions were held on April 2 and 29 with the Transportation Safety Subcommittee Chair to identify topics and speakers for future Subcommittee meetings.

3.6. Bicycle and Pedestrian Planning
Reviewed the FY 2025 TLC Technical Assistance applications and served on the selection panel. Two agenda items related to the National Capital Trail Network were presented to the April 25 Regional Forward Coalition Meeting.   Recruited speakers, scheduled, and publicized a Best Practices in Pedestrian Enforcment Practitioners Workshop, to be held May 10, and a Micromobility Workshop, to be held June 3.

3.7 Regional Public Transportation Planning
The Regional Public Transportation Subcommittee hosted a special, three-hour Bus Stop Design Forum for its April hybrid/in-person meeting. Facilitators from WMATA and Montgomery County led the

conversation with approximately 45 in-person attendees and another 20 online. The primary topic of discussion was design standards for 'island' or 'floating' bus stops, followed by discussion of bulb-outs and basic stop guidelines.

Staff worked on the 2023 State of Public Transportation Report. Staff prepared letters of endorsement for federal grant applications by member jurisdictions. Staff also reviewed transit projects and information submitted for the Visualize 2050 plan.

Staff continued to work on the intercity bus and rail travel study with the on-call planning consultants, finalizing the scope of efforts and that of the planned survey.

Staff attended several meetings on WMATA funding and the monthly JCC meeting. In addition, staff attended the monthly NVTC MAC meeting.

3.8. Freight Planning

In coordination with the Maryland Department of Transportation (MDOT), staff finalized and presented recommendations for updating the Critical Urban Freight Corridor (CUFC) network in Suburban Maryland to the Technical Committee on April 8.

Staff also solicited event planning support from the TPB's on-call consultant to help plan and execute a Curbside Forum.

Planning sessions were held on April 12 with the Freight Subcommittee Chair to identify topics and speakers for future Subcommittee meetings and the Curbside Forum.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

The regularly scheduled April 9, 2024, end-of-season meeting of the MATOC Severe Weather Coordination Working Group was organized and conducted, hosted at WMATA offices, discussing a review of transportation agency response to the recently completed winter weather season, and an outlook to the next winter season.

The regularly scheduled April 19 virtual meeting of the MATOC Steering Committee was organized and conducted, discussing communications, coordination, and Traffic Incident Management topics.

The regularly scheduled April 25 virtual meeting of the MATOC Operations Subcommittee was organized and conducted, discussing regional roadway operations and traffic issues.

3.10 Resiliency Planning

In April, staff efforts in climate resilience and transportation initiatives continued generally and regarding the Phase II Transportation Resiliency Study. Resilience Planner held regular check-in meetings with ICF on the project's progress. Milestones reached during April were holding the final working group meeting, met with communications staff to plan, collecting, and addressing all comments to the first draft of the final TRIP from working group, internal staff, and national FHWA representatives. Staff prepared to present the draft TRIP to the technical committee and board for May (notice for approval) and drafted resolution (objectives and goals) as preliminary outline for subcommittee formation.

Progress on other existing projects continues – staff continues to provide ongoing support for the Prince William County TLC project, assisting with planning for presentations for the upcoming Community Leadership Institute climate change module, attended an initial meeting of the Resilient Roads Roundtable and began preparing for a presentation at their next quarterly meeting, attended

meetings for NVRC's MIRR 2.0 transportation implementation chapter, and continuing to prepare scopes of work and proposals for work to be completed in the next fiscal year. Resilience planner continued to keep on top of the state of practice by attending webinars and reports and continues to serve on the leadership team organizing AMPO's Environment and Resiliency interest group quarterly online seminar. Lastly, resilience planner was invited to serve as a panelist on a national Department of Transportation/FHWA online seminar in May and worked with FHWA representatives to prepare.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	$753,904	$45,571	71%	53

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

Staff continued to receive and analyze comments on regionally significant for air quality projects proposed to be included in the air quality conformity analysis of Visualize 2050, the FY2026-2029 TIP and the draft scope of work. During the month of April, a total of 108 comments were received. The comments were focused on highway capacity-expanding projects. Staff developed a report on the input to the TPB.

The April meeting of the TPB Community Advisory Committee (CAC) was held virtually. The meeting featured discussion of the DMVMoves initiative, and on the comments received for the air quality conformity analysis for Visualize 2050.

Staff held TPB's Community Leadership Institute (CLI) over three evenings: April 25, April 30, and May 2, 2024. Twenty people participated. The CLI is a workshop in which community leaders from throughout the region come together to learn how regional transportation planning works.

4.2 Communications

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

COG, WMATA officials plan to partner on developing unified vision for the region's transit
April 10, 2024

March 2024 TPB meeting recap: Virginia TA Set-Aside project approvals, Visualize 2050 briefing
April 15, 2024

Cycling in the spotlight: Supporting the region's growth in bicycling options
April 16, 2024

TPB awards $685,000 in technical assistance for 9 D.C. area planning projects
April 17, 2024

Street Smart campaign's virtual reality experience challenges people to handle dangerous driving scenarios
April 23, 2024

Staff updated pages on the COG website related to transportation including the Local Technical Assistance Program Database, About the TPB, Transportation Improvement Program, Transportation Resilience, TPB Comment Form, and Community Leadership Institute.

Staff shared information about TPB activities via social media:

Visualize 2050 comment thank you; Herndon Transportation Set-Aside project; Lovettsville TA Set-Aside project; NVTA public comment period; COG adoption minimum tree canopy; Maryland TA Set-Aside funding; TPB April 17 meeting; Transportation Land-Use Connections project approvals; VDOT/Commonwealth Transportation Board comment opportunity; Bike to Work Day Proclamation; DC Office of Planning Transportation Land Use Connections project; Street Smart campaign; Community Leadership Institute

Staff completed the following in support of Task 1 Long-Range Transportation Planning:

The Visualize 2050 website was updated to reflect the availability of the following documents: Visualize 2050 Plan FAQ, Maryland Express Lanes FAQ, and March 2024 Comment Period FAQ. Staff continued to work with Visualize 2050 consultant, Clark Communications, to prepare templates for the Visualize 2050 process documents. Staff began to compile and log photo images for use in the Visualize 2050 plan document, presentations, and website posts.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	$2,966,357	$166,564	62%	55

5. TRAVEL FORECASTING

5.1 Network Development

Staff continued preparation of a 2023 base transit network to use as the foundation for forecast-year transit networks for the air quality conformity analysis of the 2025 Long-Range Transportation Plan (LRTP), known as Visualize 2050. This work includes mining of GTFS route and schedule data, and collection of online schedules for transit service providers where data is not provided via GTFS. Staff exported network files in both Cube TRNBUILD and Cube Public Transport (PT) formats. Staff conducted Quality Assurance/Quality Control (QA/QC) checks on both sets of network files and ran them through the transit skimming step of the Gen2 and Gen3 models, respectively. Staff are conducting travel forecasting with the new network files and performing additional QA/QC checks.

Staff continued to review regional transit fares to assure that the most up-to-date fares are included in the transit fare matrix for the travel demand model runs for the air quality conformity analysis of Visualize 2050.

Staff developed an automated procedure in COGTools that performs QA/QC checks on the network files exported from the Unified Network Database. While performing the QA/QC checks on the PT network files mentioned above, staff found some network coding errors that had gone unnoticed by the QA/QC procedure. Staff fixed the issues in the network database, and plan to enhance the QA/QC procedure of COGTools to detect/prevent these coding errors in the future. This task is currently on hold due to other work priorities.

Staff are in the process of fixing lanes on many DC roads, in consideration of street parking and new sidewalk space added since 2021, for the development of the road networks representing Visualize 2050. This work is currently under internal review.

Staff reviewed and signed off on network revisions that consultants had proposed as part of the Gen3 Model calibration and validation work. Staff plan to include these network revisions, where appropriate, in the current network database. This task is currently on hold due to other work priorities.

Staff are developing a highway and transit network report for the Gen3 Travel Demand Model. This report will be included in the Gen3 Model transmittal package when the model is released for production use. This task is currently on hold due to other work priorities.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months, so it did not meet in April. However, staff prepared meeting highlights for the March 22 TFS meeting.

Generation 2/Ver. 2.4 Travel Model

Previously, staff developed the Gen2/Ver. 2.4.6 Travel Model, which is used for the air quality conformity analysis of Visualize 2050. In April, in response to data requests, staff continued to distribute the model transmittal package.

In response to data requests, staff continued to distribute the March 22 version of the Round 10.0 Cooperative Forecasts of land use data that that are designed for use with the travel model (i.e., which reflects a consistent definition of employment throughout the modeled region).

Staff generated exogenous travel demand inputs, including external and through trips, taxi trips, visitor/tourist trips, school trips and airport passenger auto driver trips, based on the Round 10.0 Cooperative Forecasts land use data. Staff also adjusted the exogenous trip tables for the Covid years, and the immediately ensuing years, to account for the pandemic effects on the special travel markets. Staff documented the exogenous travel demand data in a technical memorandum, dated April 5, and started to distribute the data per request. Staff also conducted three sensitivity tests for the years 2020, 2021, and 2025 that examined the impact of the Round 10.0 land use data and adjusted exogenous travel demand input data on modeling results. Staff documented the findings from the sensitivity tests in a draft memo under internal review.

Staff instituted a bug fix in the Gen2 Model to properly stop a model run when encountering a random model crash.

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

No updates.

Generation 3 Travel Model

Staff continued to work on the Phase 3 development of the Gen3 Travel Model, an activity-based travel model (ABM) implemented in ActivitySim software, which is being developed with the consultant assistance of RSG and Baseline Mobility Group (BMG). Specifically:

- Continuing to make updates, including new features, feature enhancements, and bugfixes, to the Gen3 Model as needed. In April,
    - Staff extended the Autonomous Vehicle (AV) specification in the Gen3 Model to account for AV deadheading trips. Staff conducted two additional scenarios to examine the VMT

impact of AV deadheading trips. Staff documented the extended scenario analysis in a revised version of the AV memorandum, which is under review.

- o Staff developed a streamlined program to compute regional ("view-from-space") travel statistics for a subset of the synthetic population using user specified, geography/person/household-based criteria. The program is currently under review.
- o Staff fixed a minor discrepancy found in the Gen3 Model notation. The fix does not affect model results.
- o Staff modified a Python script that is developed to process the land use data for travel forecasting, so that it generates the land use files both in .dbf format for the Gen2 Model and in .csv format for the Gen3 Model.
- o Staff started to convert the Gen3 Model User's Guide document from the RSG template to the TPB report template.
- Gen3 Model usability testing: In preparation for the usability testing, staff started to assemble model inputs for all the Visualize 2050 analysis years. Specifically,
  - o Staff updated the consumer price index (CPI) input files for the Gen2 and Gen3 models based on the latest CPI information, and staff documented the two files in two memos dated April 15.
  - o Staff will update the network, transit fare, and toll factor files for the Gen3 Model based on the latest information being collected as part of the Visualize 2050 inputs.
- Staff developed a draft slide deck that makes a high-level introduction to the Gen3 Model. The slides are currently under internal review.
- Implementing Sharrow in the Gen3 Model: This task is currently on hold. COG shared the issues found in Sharrow implementation with the ActivitySim consortium. The consortium issued the ActivitySim Phase 9a task orders to address Sharrow and other performance issues in ActivitySim.

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 (MEMWs) 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 have continued to meet, conduct model tests, and work with IT staff to address any issues related to the performance of workstations and servers using the Amazon Web Services (AWS) cloud servers. TPB staff are continuing to conduct tests to ensure that the processes that used to be executed using the on-premises computers can now be executed in the cloud. TPB staff are continuing to back-up the files located on the on-premises servers.

Other activities

Staff serviced two data requests: One request was for the Round 10.0 Cooperative Forecast-based exogenous travel files. This request was received on October 4, 2023, from a consultant working for MDOT SHA, but it could not be fulfilled until the third and final version of the TAZ-level Round 10 data was provided to COG's Travel Forecasting and Emissions Analysis Team. The second request was for the Gen2/ Ver. 2.4.6 Travel Model from a consultant working on a study of the Fort Belvoir North Area Transportation Management Plan.

On April 2, staff prepared a proposed response to a comment letter from the Coalition for Smarter Growth.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays. Staff also attended the ActivitySim partners-only check-in meeting on April 18.

Staff attended the monthly DTP Big Data User Group meeting on April 18. Following that meeting, staff explored road volume data from the Replica big data platform and compared the Replica data to the observed traffic counts at the external traffic count stations. Staff shared the preliminary findings internally on April 26. Staff are also in the process of comparing the Replica link volume data to the observed traffic counts for the regional screenlines.

Staff continued to conduct daily modeling work on AWS cloud servers and work with IT to resolve issues encountered on the AWS servers.

Staff developed a job description for hiring a transportation engineer working in model development and network development. This will be a replacement position, resulting from an upcoming retirement of an employee.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	$2,841,012	$138,555	60%	59

6. MOBILE EMISSIONS PLANNING

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

Staff continued to attend coordination meetings related to scheduling tasks for the 2025 update of the region's Long-Range Transportation Plan, known as Visualize 2050, including the air quality conformity analysis, system performance, and environmental justice analysis.

Staff released the air quality conformity project input table for a 30-day comment period beginning on March 1. The "conformity table" lists all projects to be coded in the highway and transit networks for the air quality conformity analysis of Visualize 2050, the region's newest long-range transportation plan, currently in development. Staff reviewed comments and researched information for potential responses to comments. Staff continued working with implementing agencies to review project inputs for accuracy and made "technical correction" updates to the project input table to share with the TPB Technical Committee in the future.

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 the update of motor vehicle emissions budgets (MVEBs) associated with the 2008 Ozone Maintenance State Implementation Plan (SIP). This MVEB update is being conducted to ensure that the tools used to develop future air quality conformity emissions estimates are consistent with the tools used to develop

the MVEBs - i.e., that both are based on the current MOVES model. The Metropolitan Washington Air Quality Committee (MWAQC) approved the plan in September 2023, and the EPA is expected to approve the updated 2008 Ozone Maintenance Plan with new MVEBs in the next few months.

Staff reviewed new EPA national greenhouse gas pollution standards for heavy-duty vehicles for model years 2027 through 2032, finalized in late March 2024, and prepared a brief memorandum documenting the standards, which was included in the Director's Report for the TPB meeting. Staff also briefed the TPB Technical Committee on the new rule (Other Business), and DEP staff briefed the MWAQC Technical Advisory Committee (MWAQC-TAC) on this rule and on the light duty and medium duty multi-pollutant rule finalized earlier in March.

Staff finalized the selection process and chose the vendor tasked with providing TPB staff with software to decode vehicle registration data, also referred to as Vehicle Identification Number (VIN) data, as documented in a selection memorandum. These data are used to create various inputs for the EPA MOVES model used to calculate criteria pollutant and greenhouse gas (GHG) emissions. The software procurement process was completed in January 2024, with the vendor (ESP Data Solutions) delivering the latest version of software to TPB staff. TPB staff obtained the December 2023 VIN data from the state air agencies (via DEP's point of contact with state air agencies) in February and are continuing to conduct tests of the new software in coordination with the vendor.

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.

Staff continued to work with the project consultant (ICF) on a study of implementation considerations for on-road GHG reduction strategies. On June 15, 2022, the TPB adopted on-road transportation sector GHG reduction goals of 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050. Part of the approval was adoption of seven GHG reduction strategies as priorities and identification of seven additional greenhouse gas reduction strategies that merit further discussion. It is the latter seven which are the subject of this study (along with some other additional strategies). TPB staff reviewed a draft report prepared by the consultant and provided feedback to the consultant.

Staff continued to coordinate planning activities with the state departments of transportation related to the Carbon Reduction Program (CRP). This program, recently established by the Bipartisan Infrastructure Law (BIL), provides funds for projects designed to reduce on-road transportation emissions. As part of this program, each state was required to develop, by November 15, 2023, a Carbon Reduction Strategy, which should support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. Staff held coordination meetings with MDOT and DDOT staff regarding project selection for the program.

Staff continued to monitor developments related to the Climate Pollution Reduction Grants (CPRG), established by the Inflation Reduction Act. This program provides an investment of $5 billion to support efforts by states, municipalities, air pollution control agencies, and tribes to develop and implement strong, local greenhouse gas reduction strategies. DEP staff led the effort to develop the Priority Climate Action Plan (PCAP) for the Metropolitan Statistical Area with funding from the CPRG. PCAP was submitted to the EPA by the March 1, 2024, deadline. DEP staff provided an update on the project status to the TPB Technical Committee (item #6) and to MWAQC-TAC (item #4).

Staff continued to participate in electric vehicle (EV) planning activities. COG staff and ICF staff (project consultant) held check-in meetings for the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy project. Staff attended a meeting with the project consultant to discuss an updated draft strategy outline and revisions to the draft report recommended by TPB and DEP staff in March.

Staff continue to study the final rule for "National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure," announced on November 22, 2023. This new element of the Performance Based Planning and Programming (PBPP) includes planning requirements for the states and MPOs (e.g., setting declining greenhouse gas emissions targets). Staff briefed the TPB Technical Committee on the new developments related to the ruling, namely, that two federal courts issued rulings against the rulemaking in late March 2024. Subsequently, the American Association of State Highway and Transportation Officials (AASHTO) and the Association of Metropolitan Planning Organizations (AMPO) noted that FHWA was considering its options but that target submission was indefinitely delayed. TPB staff will await further developments.

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 (MOVES4) and evaluate the impacts of new software on both criteria pollutants and greenhouse gases (GHGs). MOVES4 is now expected to be used in the Visualize 2050 air quality conformity analysis. DEP staff coordinated with DTP staff, and DEP staff reached out to state air agency staff to request inputs for the MOVES4 model for milestone years 2023, 2025, 2026, 2030, 2040, 2045, and 2050 for the Visualize 2050 conformity analysis and greenhouse gas analysis.

In preparation for COG's Community Leadership Institute session focused on climate change, DTP staff developed a draft presentation on climate change and created a simplified GHG emissions calculator for an interactive game. Staff also participated in weekly planning meetings for the session.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	$3,294,963	$73,857	39%	63

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Transportation Research and Analysis
Staff continued drafting the scope for the next Regional Travel Survey.

Staff obtained a list of transit operators as part of the Transit On-Board Survey project.
Staff met with the on-call contractor (ICF) to discuss the Intercity Travel Survey.

Staff met with WMATA staff to discuss the DMV Moves Survey.

Staff met internally to discuss the DMV Moves Survey focusing on survey design and sampling approach.

Staff met with the on-call contractor (ICF) to discuss the scope of the DMV Moves Survey.

Staff developed a draft survey instrument for the DMV Moves Survey.

Traffic Trends

Staff participated in the discussion with team members about possible plans for a regional active transportation program.

Staff performed the updates of 2022 and 2023 NBI bridge data for PBPP and RTDC based on the new definition of the TPB planning region and the new NBI data.

Staff began to prepare pavement condition feature classes based on 2021 and 2022 HPMS file to be used to visualize PBPP measures.

Staff finalized the comparison of annual VMT on various NHS and urbanized roadway groupings since 2017 for input into the greenhouse gas emissions performance measure based on 2022 NHS definitions.

Staff continued to update traffic-related data for inclusion in the RTDC while creating step-by-step instructions of the processes.

Staff worked to document and train others on various projects for succession planning.

Staff updated the feature class showing the External Stations through 2022 and provided it to TFEA team members for as an input to external data processing for Visualize 2050.

Data Requests

Staff fielded a RTS data request from a researcher at the University of Maryland.

Meetings & Conferences

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

Staff participated in a meeting with the Delaware Valley Regional Planning Commission (DVRPC), which requested subject matter expertise consultation as it prepared to undertake a new regional travel survey.

7.2 Data Management and Visualization Services

Staff completed all additional requested adjustments to the National Capital Trail Network (NCTN) geospatial dataset based on feedback received after the January TPB meeting. Staff worked with DTP's Communications Manager and COG's Office of Communications to coordinate online content of resources related to the NCTN to be ready for the February TPB meeting where the NCTN item received Board approval.

Staff completed the web mapping application of Local Technical Assistance projects (Transportation-Land Use Connections and Regional Roadway Safety Program, Transportation Alternatives Program) based on feedback received. Staff also updated related content on the COG website.

Staff continued to develop the TPB Resources and Applications Page (TRAP) online resource. Staff continued to migrate and catalog content within the new site, create new content and adjust resources to make them discoverable in the new TRAP interface. This work is ongoing.

Staff continued to work with consultant staff from FourSquare ITP working on the MWCOG High-Capacity Transit Accessibility Analysis to migrate geospatial content created for this project from TPB's ArcGIS Online organization. Staff met with Esri technical support staff to troubleshoot issues related to content migration. This work is ongoing.

Staff continued to meet with fellow staff to discuss the geospatial data needs and requirements to support Visualize 2050. This work is ongoing.

Staff continued to coordinate with fellow DTP staff on the following consultant projects: Regional Electric Vehicle Infrastructure Implementation (REVII) and HCT Local Transit Analysis Coordination project). Staff also began to coordinate with fellow DTP staff on the COG Transportation Inequities Analysis

Staff began to research tools and software, such as the ArcGIS API for Python, to identify and redefine workflows for creating and updating datasets. Staff utilized the API from the Alternative Fuels Data Center (AFDC) website to develop a workflow to pull electric vehicle (EV) charging station data into ArcGIS Enterprise.

Staff continue to work with Commuter Connections staff to address requests for changes received from pit stop managers for the Bike to Work Day (BTWD) pit stop location map that used on the https://www.biketoworkmetrodc.org/. Staff also made small changes requested by Commuter Connections staff.

Staff continued to meet with fellow team staff to discuss options and opportunities for implementing a regional active transportation count program.

Staff continued to perform several updates to geospatial content items in ArcGIS Online and ArcGIS Enterprise to support a more integrated and streamlined relationship between the two products. Tasks include updating content tags and categories, deleting duplicate content, and migrating content to the most appropriate location based on project and program requirements. This work is an ongoing task of the Planning Data Resources team.

GIS Committee/GDX Working Group

Staff began to plan for the May 21 GIS Committee/GDX Working Group meeting. Staff began preparing the draft agenda and made a call for presentations to the committee.

Meetings & Conferences

Staff attended the Maryland State Geographic Information Committee (MSGIC) meeting on April 10.

Staff attended an Esri Lunch & Learn 'Getting Familiar with Geoprocessing in ArcGIS Pro' on April 25.

Staff attended and participated in the Big Data User Group meeting on April 18.

Staff attended the COG RESF-2 CIO Committee meeting on April 18.
Staff attended the Esri GeoMUG Spring Meeting on April 19.

Staff attended the Region Forward Coalition meeting held on April 26.

Saff participated in the recurring meeting related to Visualize 2050 planning activities (April 12)

Staff continued to attend the regularly scheduled meetings (and additional meetings as needed) for the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy project.

Staff continued to attend meetings with the Plan Development and Coordination staff related to Project InfoTrak inputs in support of Visualize 2050 as necessary.

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	$1,211,231	$50,103	51%	67

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

COG staff hosted the April 19th Planning Directors Technical Advisory Committee meeting that included a presentation ("Overview of the ULI Washington 2024-25 Technical Assistance Panels (TAPS) Program") from Marc Gazda with ULI Washington. The committee also received a presentation (The High Cost of Unaffordable Child Care: Survey Results for the District of Columbia") from Kimberly Perry, Executive Director with DC Action for Children. Greg Goodwin and John Kent provided an update on the Activity Centers Map/Project.

COG staff released the March issue of the Regional Economic Monitoring System (REMS) report that covers the following data points for the month of February 2024: Total Employment, Over-the-Year Inflation Rate, and Unemployment Rate, and New Housing Units Authorized During the Previous 24 Months. Similar data points for other MSAs are also collected for comparison purposes with the Washington MSA (Metropolitan Statistical Area) but not reported out.

COG staff continued with compiling data from the Co-Star database for the future 2023 Commercial Construction and Multi-Family Construction reports planned release in 2024.

Work continued the update to the "Suggested Baseline Employment Estimates" memo scheduled to be completed in May/June.

Staff hosted and participated in the April 2024 meeting of COG's Region Forward Coalition, which focused on accessibility as its theme.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS	$1,135,269	$146,081	51%	69

9. COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

A $10,8 million grant application for Enhanced Mobility Round 6 (EM6) was completed and submitted in FTA's grants management software, TrAMS. The 22 projects included in the application were approved by the TPB in December 2023, per Resolution R6-2024.

Standard operations continued for 34 open Enhanced Mobility projects. Eight vehicles were delivered to subrecipients. Fourteen requests for reimbursement totaling $164,812 were processed and paid. Budget modifications for two subrecipients were reviewed and approved. Quarterly progress reports were collected from subrecipients and reported to FTA via TrAMS. Staff submitted a budget revision

request to FTA for the EM2 grant award to apply unused funds towards vehicle acquisition for a subrecipient; FTA approved the request. A contract amendment was subsequently executed.

9.2 Regional Roadway Safety Program
Each of the eight (8) FY 2024 approved projects is currently underway with progress as follows:

- **City of Frederick: Jefferson-Patrick Redesign Study** - The consultant is wrapping up the narrative report and getting cost estimates prepared.
- **City of Gaithersburg: Local Roadway Safety** - The consultant and city staff held planning calls on April 10 and April 24.   The consultant and city staff completed a table of prioritized strategies and measures to improve pedestrian safety.
- **Montgomery County: Bel Pre Road Safety Improvement Project** - The consultant began developing an existing condition report to document the state of the project site and continued the preparation of 30% design plans.
- **City of Rockville: Pedestrian Crossing Guidelines** – The consultant Participated in virtual public meeting with Rockville Pedestrian Advocacy Committee on April 16. Refined countermeasures for pedestrian crossings.
- **City of Alexandria: Pedestrian Lighting Improvements Study** – City of Alexandria staff are gathering GIS information for the consultant's analysis and preparing for a field visit.
- **Arlington County: Regionwide, Data-Driven Anti-Drunk Driving Campaign** – The consultant delivered a draft literature review about existing anti-drunk driving campaign strategies and began to analyze data from crashes involving alcohol.
- **City of Fairfax: Main Street Corridor Roadway Safety Audit** – The project team met to debrief on March's RSA and to plan for remaining action items including pedestrian counts. The consultant continued drafting the report noting existing conditions and identifying safety concerns. Delivery of the report is expected in early May.
- **Prince William County: Darbydale/Forestdale Avenue Corridor Retrofitting Project** – Traffic data for the project area is being gathered by County and VDOT staff.

Staff prepared materials and facilitated a Selection Panel meeting in April to identify the projects to recommend for the FY 2025 RRSP cycle. The projects will be presented to the TPB in May for formal approval.

9.3 Transportation Alternatives Set-Aside Program
Staff made announcements for the application period for TAP in Maryland, which was open between April 1 and May 15. Staff sent targeted emails to local staff in Maryland who could be potential applicants.

9.4 Transportation Land Use Connections Program
Work on all the FY 2024 TLC projects was underway. See below:
- Alexandria - South Pickett Street Corridor Improvements Study – The project team held monthly meeting and exchanged e-mails for data requests. Project team sent Existing Conditions report to Alexandria.
- Falls Church - East-West Ped/Bike Connection – The project team presented proposed concepts at a stakeholder meeting.
- Frederick, City of - East Street Redesign 30% Design – The project team continued to develop designs based on input to date.
- Gaithersburg - SRTS Priority Improvements Study – The consultant delivered the final study report, along with a spreadsheet of recommendations and planning level cost estimates.
- Montgomery County - Consultant processed county's feedback to Task 3 memo and continued work on Task 4 report.

- Prince George's County – Consultant selected 10 pairs of bus stops to conduct field work at to inform recommendations. Field work was performed in April and work continued related report for Tasks 3B and 3C.
- Prince William County - Green Infrastructure Study – Project team held final monthly status meeting May 13. After discussing a few technical edits for task 5, the team is now awaiting final deliverable materials and the project is on-track to be completed on time.
- Prince William County – Yorkshire Multimodal Corridor Planning Study – The project team developed a package of recommendations presented to the project working group for review and discussion.
- Rockville, City of - Mannakee Street Complete Streets Feasibility Study – The City of Rockville held a virtual public meeting regarding the TLC project on April 9th. The Consultant revised key concepts of the project based on City and public feedback. The TLC team held a check-in meeting on April 25th.
- Takoma Park - Laurel Avenue Street Closure Traffic Study - The contractor delivered the draft Task 4 report on April 24.

The selection panel for the FY 2025 TLC applications met on March 28 and April 2. The group recommended nine projects for funding. Staff presented these recommendations to the Technical Committee on April 5 and to the TPB for approval on April 17. Following those approvals, staff began the procurement process for the new projects.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	$1,707,259	$90,135	51%	71

10. TPB MANAGEMENT AND SUPPORT
Transportation Planning Board Committee Support and Management
This task includes activities not attributable to specific tasks in the work program but provides overall support for and management of the TPB and UPWP related activities.

- Provide administrative arrangements (such as preparation and distribution of meeting materials) and staff support for TPB and its various Committees, Sub-Committees, Task Forces and special TPB work groups meetings.
- Respond to requests from TPB members, federal agencies, Congressional offices, media and others for information or data of a general transportation nature
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Coordination of TPB Planning Activities with Program Directors day-to-day management of and allocation of staff and financial resources.
- Monitoring of all work program activities and expenditures.

Staff support was provided for the monthly meetings of the following committees and subcommittees:

- State Technical Working Group (STWG)
- TPB Technical Committee
- TPB Steering Committee

- MWCOG Board meetings
- Transportation Planning Board (TPB)
- MATOC Steering Committee
- TPB Community Advisory Committee (CAC)
- Access for All (AFA)
- Regional Public Transportation Subcommittee (RPTS)
- Bicycle & Pedestrian Subcommittee
- COG Planning Directors
- TPB Freight Subcommittees
- CAOs Monthly
- System Performance Operation & Technology Subcommittee (SPOTS)

The Staff Director gave overall program management oversight into all the Department's activities. Work activities the Director was involved in during the month of APRIL 2024 FY 2024 includes:

- Discussions, review, and finalization of the agenda topics for the TPB's Technical Committee, State Transportation Working Group (STWG) and Board meetings. This includes meeting with the Program Directors and project staff to review the progress and briefing materials for the Program Directors and project staff to review the progress and briefing materials.
- Participation in the STWG, TPB Technical, TPB Steering Committee, TPB's Citizen's Advisory Committee and the TPB Board Meetings.

Other additional activities for the TPB Staff Director for the month of APRIL 2024 FY 2024 includes Telephone / Web Ex / Microsoft Teams Communications:

- DMV Moves Discussion several meetings with COG and WMATA
- CAO Monthly Meeting
- PBPP GHG Methodology & Target Options
- Leadership Academy/MWCOG
- DISC Assessment
- Internal Meeting on JBAB CUP
- MWAQC Executive Committee
- COG Board Meeting
- DDOT and TPB Staff discuss CRP
- Virtual Discussion w/ Deloitte's Greenhouse Team
- Talk w/TPB Vice Chair Walkinshaw
- Montgomery County Chamber's Infrastructure & Land
- I 495 and Southside VDOT
- COG's Budget & Finance Meeting
- COG-WMATA Project Government Partner Advisory Group
- COG Board Executive Committee
- REGION Forward Coalition meeting
- COG – WMATA Regional Transit Initiative Community Partner Advisory Group

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 Steering Committee and the TPB.

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

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	$2,090,512	$270,315	21%	73
District of Columbia	$330,930	$16,560	8%	73
Maryland	$707,967	$73,904	20%	75
Virginia	$664,437	$179,851	41%	77
Regional Transit	$387,176	$0	0%	79

11. TECHNICAL ASSISTANCE

11.A District of Columbia

1. Program Development, Data Requests, and Miscellaneous Services

No. Activity.

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, with a significant proportion of technical assistance funds funding the following activities in April:

- On the Regionwide, Data-Driven Anti-Drunk Driving Campaign project, the consultant drafted and delivered a draft literature review which included a scan of existing anti-drunk driving campaign strategies and best practices. The consultant additionally collected data from local Vision Zero jurisdictions and began to analyze data from crashes involving alcohol.
- On the City of Alexandria Pedestrian Lighting Improvement Study project, the consultant coordinated with City staff to obtain relevant GIS data and continued to advance a Benchmarking Research and Literature Review, delivering the final version in April. The consultant also continued its review of crash data to determine priority areas for lighting improvements.

3. Transportation / Land Use Connections Program
Although the FY 2024 UPWP identifies this subtask for support for the Transportation Land-Use Connections (TLC) Program, no TLC projects are being funded in FY 2024 through this subtask. As a result, this subtask is identified in the progress report as a placeholder to align with the UPWP document, however, no activity is anticipated during FY 2024.

4. Other Tasks to Be Defined
No Activity.

11.B Maryland

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Project Planning, Feasibility, and Special Studies

No activity.

3. Transportation / Land Use Connections Program
As part of the Transportation Land-Use Connections Program, four technical assistance projects in Maryland were fully or partially funded under this PE number. The projects were completed on time and within budget by the end of the fiscal year. See TLC item above (9.3) 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

No activity.

2. Travel Monitoring and Survey
Staff revised and finalized the task order for the Spring 2024 active transportation counts and delivered it to the consultant for a cost estimate. After receiving the cost estimate, staff issued the task order. Staff scheduled and participated in the kickoff meeting.

Staff worked with VDOT staff to provide the initial site maintenance of the eight Eco counters along I-66 including site inspections and replacement of all the batteries for transmission.

Staff reviewed and approved I-66/I-395 Mode Share Data Collection and I-66 outside the Beltway data collection invoices and the Fall 2023 active transportation count invoice.

Staff responded to VDOT and NVTC regarding the comments on the I-66/I-395 Mode Share Study memos, including additional bus ridership data, inquiries to the contractor, and memo/transmittal files updates.

3. Travel Demand Modeling

No activity.

4. Transportation / Land-Use Connections Program

As part of the Transportation Land-Use Connections Program, three technical assistance projects in Virginia were fully or partially funded under this PE number. The projects were completed on time and within budget by the end of the fiscal year. See TLC item above (9.3) for further details about the TLC Program.

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

No activity.

11.D Regional Transit

1. Program Development, Data Requests, and Miscellaneous
No Activity.

2. Transit Within Reach Program

Work on the three FY 2024-2025 projects was underway as follows:

- Gaithersburg to Washington Grove Share-Use Path 30% Design – Consultant finalized data collection activity, including investigation of existing and planned utilities.
- DC, 9th Street NW Sidewalk 30% Design – Consultant began work on the sidewalk design.
- Fairfax County, Prosperity Avenue Road Diet and Protected Bike Lanes 30% Design – Consultant finalized draft traffic study report.

3. High-Capacity Transit Map
No Activity. This task has been placed on hold until after the next update of the regional long-range transportation plan, *Visualize 2050*, which will provide an updated list of High-Capacity Transit Stations that will then be used as the basis for this map product.

4. Other Tasks to be Defined
- No activity.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management
- COG/TPB staff has updated the monthly enplanement data.
- Staff submitted the COG AIP grant application to FAA authorizing COG to conduct Phase 39 in the 2024-2028 ACIP of the CASP Program.

Conduct and Process 2022/23 Baltimore-Washington Regional Air Passenger Survey (APS)
- Staff finalized weighting factors and developed tabulations from the 2023 Regional Air Passenger Survey (APS) for all three airports (BWI, DCA, IAD).
- Staff developed presentation slides on general findings from the 2023 APS.
- Staff began drafting the report on general findings from the 2023 APS.

Air Cargo Element Update
- Staff conducted data collection for the Air Cargo Element Update.

Ground Access Travel Time Study
- Staff addressed and incorporated comments from Aviation Technical Subcommittee members in the Ground Access Travel Time Study draft report.

PROGRESS ON PLAN PRODUCTS

The Visualize 2050 National Capital Region Transportation Plan is anticipated to be approved in June 2025. The focus in 2025 is the Air Quality Conformity Analysis, the Plan Performance Analysis, and including all of the planning elements in the documentation.

- The FY 2026-2029 Transportation Improvement Program will be approved.
- TPB will select projects for funding and/or consultant services for:
    - DC and Maryland Transportation Alternatives Set-Aside Program
    - Transportation and Land Use Connections projects
    - Regional Roadway Safety projects
- TPB will set Performance Based Planning and Programming targets for the following federal categories:
    - Annual Highway Safety Targets
    - Annual Transit Safety Targets
    - Transit Asset targets.
- Projects/products:
    - 2024 Regional Safety Study (enhanced transportation safety data deep dive), March 2025
    - Coordination of climate change mitigation implementation strategies.
    - Create the Regional Transportation Resilience Subcommittee
    - Conduct resilience analysis: interior flooding (hydraulic and hydrologic) analysis; economic analysis of select adaptation scenarios; and closures due to natural hazard data analysis and mapping
    - Update the National Capital Trail Network map
    - Intercity Bus and Rail Travel Study, initiated January 2024
    - Annual State of Public Transportation Report
    - Update COG/TPB's strategic plan for travel demand model development
    - Implementation of new Regional Travel Survey (RTS) format, transitioning from a "once-a-decade" to a more frequent survey activity
    - Regional coordination of future transit on-board surveys (TOBS)
    - Regional bike/active transportation count program
    - 2024 Congestion Management Process Technical Report

	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	1,136,668.51	775,725.91	69,996.58	68%
Subtotal	**1,136,668.51**	**775,725.91**	**69,996.58**	**68%**
2. Transportation Improvement Program				
Transportation Improvement Program	353,708.82	162,615.95	15,098.29	46%
TIP Database Support	230,000.00	170,291.25	37,842.5	74%
Subtotal	**583,708.82**	**332,907.2**	**52,940.79**	**57%**
3. Planning Elements				
Congestion Management Process	433,870.74	290,142.13	4,433.46	67%
Systems Performance, Ops & Tech Planning	430,355.33	244,883.67	12,619.43	57%
Transportation Emergency Preparedness Planning	139,196.00	106,872.91	7,749.73	77%
Transportation Safety Planning	407,497.86	105,188.35	9,253.07	26%
Bicycle & Pedestrian Planning	198,851.96	138,543.25	10,633.81	70%
Regional Public Transportation Planning	573,566.35	318,215.47	33,966.06	55%
Freight Planning	396,491.66	134,040.63	9,928.81	34%
Metropolitan Area Transportation Operation Coord Program Planning	171,139.72	85,826.44	3,776.5	50%
Performance-Based Planning & Programming	216,047.96	152,857.36	15,271.56	71%
Resilience Planning	538,120.51	358,328.16	34,806.91	67%
Subtotal	**3,505,138.09**	**1,934,898.37**	**142,439.34**	**55%**
4. Public Participation				
Public Participation	753,904.21	536,558.05	45,571.33	71%
Subtotal	**753,904.21**	**536,558.05**	**45,571.33**	**71%**
5. Travel Forecasting				
Network Development	1,173,454.94	752,782.88	56,693.82	64%
Model Development	1,792,902.50	1,083,009.51	109,870.92	60%
Subtotal	**2,966,357.44**	**1,835,792.39**	**166,564.74**	**62%**
6. Mobile Emissions Planning				
Air Quality Conformity	1,221,950.95	764,621.27	50,272.35	63%
Mobile Emissions Analysis	1,619,061.94	926,087.67	88,283.59	57%
Subtotal	**2,841,012.89**	**1,690,708.94**	**138,555.94**	**60%**
7. Travel Monitoring and Data Programs				
Research & Analysis	2,408,336.48	892,959.8	46,620.34	37%
Data Visualization & Management	886,626.84	403,108.88	27,236.75	45%
Subtotal	**3,294,963.32**	**1,296,068.68**	**73,857.09**	**39%**
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,211,231.11	622,722.74	50,103.33	51%
Subtotal	**1,211,231.11**	**622,722.74**	**50,103.33**	**51%**
9. Complete Street Mobility and Enhancement Programs				
Transportation and Land Use Connections Program	622,450.01	307,341.88	49,967.55	49%
Enhanced Mobility Grant Program	102,906.87	65,326.65	2,526.77	63%
Transportation Alternatives Set-Aside Programs	32,907.67	44,695.35	2,959.6	136%
Regional Roadway Safety Program	377,004.84	155,957.9	90,627.28	41%
Subtotal	**1,135,269.39**	**573,321.78**	**146,081.2**	**51%**
10. TPB Support and Management				
TPB Support and Management	1,707,259.82	868,744.67	90,135.71	51%
Subtotal	**1,707,259.82**	**868,744.67**	**90,135.71**	**51%**
Core Program	**19,135,513.60**	**10,467,448.73**	**976,246.05**	**55%**
A. District of Columbia Technical Assistance				
Program Development & Misc.	330,930.20	26,340	16,560	8%
B. Maryland Technical Assistance				
Program Development & Misc.	707,968.41	139,777.49	73,904	20%
C. Virginia Technical Assistance				
Program Development & Misc.	664,437.34	273,509.04	179,851.57	41%
D. Public Transit Technical Assistance				
Program Development & Misc.	387,176.17	0	0	0%
Technical Assistance	**2,090,512.12**	**439,626.53**	**270,315.57**	**21%**
TPB Grand Total	**21,226,025.72**	**10,907,075.26**	**1,246,561.62**	**51%**

FY 2024 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE
April 2024
SUPPLEMENT 1

	TOTAL AUTHORIZED BUDGET	TOTAL EXPEDITURES	FTA/STA/LOCAL AUTORIZED BUDGET	FTA EXPENDITURES	PL FUNDS/LOCAL AUTORIZED BUDGET	FHWA EXPENDITURES
A. District of Columbia Technical Assistance						
Program Development, Data Requests, & Misc	28,900.00	0.00	2,299.38	0.00	26,600.62	0.00
Regional Roadway Safety Program	14,999.52	0.00	1,193.41	0.00	13,806.11	0.00
Transportation/Land Use Connections Program	30,000.00	26,340.00	2,386.90	2,095.70	27,613.10	24,244.30
TBD	257,030.68	0.00	20,450.22	0.00	236,580.46	0.00
Subtotal	**330,930.20**	**26,340.00**	**26,329.91**	**2,095.70**	**304,600.29**	**24,244.30**
B. Maryland Technical Assistance						
Feasibility/Speacial Studies	25,001.54	0.00	1,989.21	0.00	23,012.33	0.00
Program Development & Misc	14,999.52	0.00	1,193.41	0.00	13,806.11	0.00
Planning Studies	185,000.00	38,509.45	14,719.22	3,063.94	170,280.78	35,445.51
TBD	172,967.35	0.00	13,761.86	0.00	159,205.49	0.00
Transportation Performance Measures	310,000.00	101,268.04	24,664.64	8,057.22	285,335.36	93,210.82
Subtotal	**707,968.41**	**139,777.49**	**56,328.33**	**11,121.16**	**651,640.08**	**128,656.33**
C. Virginia Technical Assistance						
Program Development & Misc	14,999.52	1,188.64	1,193.41	94.57	13,806.11	1,094.07
MARC - VRE Runthrough - VA	185,000.00	24,525.55	14,719.22	1,951.33	170,280.78	22,574.22
Sub Regional Plan Studies	0.00	36.00	0.00	2.86	0.00	33.14
VDOT Raise Grant	17,892.00	17,421.60	1,423.55	1,386.12	16,468.45	16,035.48
Transportation/Land Use Connection Program	185,000.00	42,032.44	14,719.22	3,344.24	170,280.78	38,688.20
Travel Demand Modeling	11,244.96	0.00	894.69	0.00	10,350.27	0.00
Travel Monitoring	250,300.86	188,287.91	19,914.77	14,980.82	230,386.09	173,307.09
VA Other Tasks	0.00	16.90	0.00	1.34	0.00	15.56
Subtotal	**664,437.34**	**273,509.04**	**52,864.86**	**21,761.29**	**611,572.48**	**251,747.75**
D. Public Transportation Technical Assistance						
Program Development & Misc	14,999.52	0.00	14,999.52	0.00	0.00	0.00
Regional HCT Graphic/Map	90,000.00	0.00	90,000.00	0.00	0.00	0.00
TBD	157,176.65	0.00	157,176.65	0.00	0.00	0.00
Transit Within Reach Solicitation	125,000.00	0.00	125,000.00	0.00	0.00	0.00
Subtotal	**387,176.17**	**0.00**	**387,176.17**	**0.00**	**0.00**	**0.00**
Grand Total	**2,090,512.12**	**439,626.53**	**522,699.27**	**34,978.16**	**1,567,812.85**	**404,648.37**