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FY 2025



National Capital Region
Transportation Planning Board

Work Program Progress Report
AUGUST 2024

FY 2025

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TPB Work Program Progress Report
AUGUST 2024 FY 2025

The TPB approved its FY 2025 Unified Planning Work Program (UPWP) in March 2024. The TPB Work Program Progress Report summarizes each activity for August. In addition, this report concludes with status updates reflecting timelines for all ongoing program plans and projects. Please reference the 2025 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	\$1,776,609	\$99,020	9%	43

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 – Visualize 2045 Implementation

Staff began processing the non-regionally significant inputs for Visualize 2050. Part of the zero-based budgeting exercise involves cleaning up the project infotrak database identifying which projects from the Visualize 2045 plan have been completed or are being withdrawn from consideration in the Visualize 2050. This month staff mainly assessed the submission status of approximately 800 records and continued working with agencies on their outstanding records in the PIT for which no information had been provided as of the Aug. 2 due date. Separately, staff continued discussions on how to update the transit-access focus areas.

1.2 – Environmental Justice and Equity

Staff continued reviewing the equity considerations sections of some process documents as they are drafted. Staff prepared to present the findings of the Equity Deep Dive Study to the Technical Committee in September.

1.3 – Future Plan Development

On August 2, the non-regionally significant project inputs were due. Staff reviewed the submissions and contacted agencies to assist them with outstanding records in the PIT that still required updating. Staff finalized the methodology for reviewing priority fields in on the PIT form for the initial review of NRS records. Staff began reviewing with the internal team the anticipated approach for reporting on the key takeaways from topics captured in the project inputs form noting some of the takeaways may come from model output or project inputs summaries from the questions asked.

Other ways to best capture outcomes for each topic covered in the PIT was explored and ideas for their reporting documented and discussed starting at this month's internal staff meeting. A list was prepared of all the Visualize 2045 model output takeaways and the project database summaries for consideration in Visualize 2050. Also, the extent to which the takeaway would vary or not based on which of the two project list options currently undergoing air quality conformity analysis ultimately is selected was assessed.

Staff prepared materials for a presentation to the Technical Committee in September. Staff continued drafting sections of the plan, process documents, and the website in consultation with the graphic designer. Staff met weekly to discuss plan and PIT items and held the monthly 2050 team meeting.

Staff continued work on the financial analysis for Visualize 2050, reviewing non-regionally significant projects. Sections of the plan documents on finances and project programming were drafted.

1.4 – Federal Compliance

Staff completed the draft introduction to the Visualize 2050 process documentation showing how and where the TPB is responding to specific federal requirements for the plan.

1.5 – Policy Board-Directed Activities

Staff maintained a calendar of key activities and met internally to ensure progress on plan development. Staff continued work on the second option for conformity analysis as directed by the Board in June.

1.6 – Resiliency Planning

Staff continued the preliminary phases of the two new projects kicked off last month, the Regional Interior Flooding Analysis and the Economic Impact Case Study/Analysis, which will enhance our understanding of resilience challenges on the transportation system of the region. For the interior flooding analysis, the first phase of the project include selecting a data provider with confidence, so much work was done coordinating early stages of data collection. Staff also worked closely with COG’s DEP on the Charging and Fueling Infrastructure grant application by reviewing all proposed electric vehicle charging sites in the new transportation resilience mapping tool to better understand the potential impacts of floodplain and extreme heat on the proposed sites. The grant application also included narrative and information on how resilience would be incorporated into long range planning in the region, especially when it comes to electric vehicle deployment. Staff completed the first draft of the transportation resilience process document for inclusion in the National Capital Region Metropolitan Transportation Plan, Visualize 2050, and will continue working with the team to refine the document as needed.

Staff also continued to participate in advancing the field of transportation resilience planning, specifically at the regional level, by preparing a presentation for the Association of Metropolitan Planning Organization’s annual conference in October 2024. The presentation is in coordination with the regional transit planner, titled “Boosting a Resilient Transit Network: Supporting Local Transit With A Regional Transportation Resilience Improvement Plan.” 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 webinars, attending bi-monthly resilient roads roundtable meetings, and monthly meetings with transit resilience planners from up and down the east coast.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$611,722	\$34,545	8%	47

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1– Transportation Improvement Program (TIP)

The TPB and its Steering Committee did not meet in the month of August, and no amendments to the FY 2023-2026 TIP were approved. TPB staff closed an extended administrative modification period that began in July approving a total of 17 ad-mods; 12 for DDOT, 3 for MDOT/SHA, and 2 for VDRPT.

TPB staff continued working with member agencies to develop ongoing program record submissions and companion LRTP records that would account for the cost of these programs from fiscal years 2030 through 2050. Staff also continued assisting agencies with their submission of “not regionally significant” projects, many of which will become entries for the FY 2026-2029 TIP either for programming purposes or for reporting as complete or withdrawn.

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.

TPB staff continued work with consultant EcoInteractive on preparations for the transition to the new “Project Tracker” platform.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$3,639,007	\$295,092	12%	49

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

The State DOTs provided comments on the draft MPO CMAQ Performance Plan. The Plan was revised and sent to the DOTs for inclusion in their biennial Mid Performance Period (MPP) submissions to FHWA. Additionally, TPB staff prepared suggested inputs for applicable performance measures and targets for sections of the MPP.

3.2 Congestion Management Process

Work continued on the development of the 2024 Congestion Management Process (CMP) Technical Report. The draft report was presented to the Systems Performance, Operations, and Technology Subcommittee at its August 15, 2024 meeting, with a two-week comment period following.

Work continued on analysis for upcoming quarterly National Capital Region Congestion Reports.

3.3 Systems Performance, Operations, and Technology Planning

The regular meeting of the Systems Performance, Operations, and Technology Subcommittee was organized and conducted on August 15, 2024, discussing the draft 2024 Congestion Management Process Technical Report, and well as initial results of the consultant-supported TPB regional survey of member operations technology, with comment periods for the subcommittee following the meeting.

3.4 Transportation Emergency Preparedness Planning

The regularly scheduled August 14, 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

Staff continued coordination with the consultant team to advance several elements of the Regional Safety Study. The consultant developed a methodology to identify safety Emphasis Areas and completed an initial analysis. The consultant analysis was supplemented by staff research into Emphasis Areas selected by member agencies. The consultant incorporated staff comments and edits into a revised best practices literature review, and staff provided additional comments and guidance for refining the updated report.

Planning for a fall Safety Summit continued. Staff procured a consultant to assist with event planning, and a kick-off meeting was held on August 21, where the event goals and logistics were discussed. Staff additionally coordinated with the respective offices of the TPB officers to identify a date for the event. Outreach continued to potential speakers, as well as to offsite venues to host the summit.

The regularly occurring Transportation Safety Subcommittee meeting for August was postponed. A planning session was held on August 13 with the Transportation Safety Subcommittee Chair to identify topics and speakers for future Subcommittee meetings.

3.6. Bicycle and Pedestrian Planning

Staff attended the Maryland Pedestrian Bicycle Emphasis Area Team meeting on August 20, and the Capital Trails Coalition steering committee meeting on August 22.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee (RPTS) did not meet in August.

Staff supported the DMVMoves transit initiative, developing materials and working with on-call planning consultants, focusing on the development of a comprehensive regional transit funding model.

Staff continued work on the intercity bus and rail travel study with the on-call planning consultants, reviewing initial deliverables and preparing for and coordinating on the field survey of passengers. Staff prepared letters of endorsement for federal grant applications by member jurisdictions. Staff continued work on the 2023 State of Public Transportation Report and coordinated with colleagues on Visualize 2050 plan development.

Staff attended the NVTC Transit Funding Working Group meeting, the monthly WMATA JCC meeting, and an FHWA Peer Exchange event related to pavement equity. Staff also co-drafted a presentation related to transit resilience for presentation at the American Metropolitan Planning Organization's annual meeting.

3.8. Freight Planning

In coordination with an on-call consultant, staff hosted the 2024 Curbside Management Forum on August 2. Staff subsequently worked with the consultant to develop a post-event summary and a best practices literature review for distribution to event attendees.

Planning sessions were held on August 8 with the Freight Subcommittee Chair to identify topics and speakers for future Subcommittee meetings.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

During the August 2024 reporting period, TPB staff prepared for and participated in the following meetings/events:

- The regularly scheduled August 16 virtual meeting of the MATOC Steering Committee was organized and conducted, discussing communications, coordination, and Traffic Incident Management topics.
- The regularly scheduled August 22 virtual meeting of the MATOC Operations Subcommittee was organized and conducted, discussing regional roadway operations and traffic issues.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$867,522	\$56,879	12%	53

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

The TPB Community Advisory Committee and the Access for All Advisory Committee did not meet in August. Planning advanced for a refresh of the Access for All Advisory Committee.

4.2 Communications

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

Car Free Day 2024 Registration is open August 14, 2024

Staff updated pages on the COG website related to transportation including the TPB Policy Framework page.

Staff distributed the TPB News Summer Highlights e-newsletter (August 1)

Staff shared information about TPB activities via social media

Clean Air Partners Ozone Action Month (August 5); Deadline extended for DMVMoves survey (August 6); MARC/VRE single-ticketing (August 8); WMTA travel training (August 9); Car Free Day August 14); TPB Meeting Summaries (August 16); Car Free Day (August 22)

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

- Continued to coordinate with the Visualize 2050 design consultant on design of the Visualize 2050 website update and the Word templates to be used for the process documents.
- Drafted and sent the consultant draft content for the Visualize 2050 website update

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$3,540,239	\$191,812	10%	59

5. TRAVEL FORECASTING

5.1 Network Development

Network development staff continued network coding for the air quality conformity analysis of Visualize 2050, the region's Long-Range Transportation Plan. Staff completed development and Quality Assurance/Quality Control (QA/QC) of 2026 forecast-year highway and transit network input files and transmitted them to travel demand modeling staff. Network development staff began development and review of a 2030 forecast-year network. This work included coordination with the Virginia Department of Transportation (VDOT) and its consultants regarding network coding details for new express lane projects for the commonwealth in Visualize 2050.

Staff began updating transit fare information for the Gen3 Travel Model runs which will be conducted, as much as possible, in parallel with the Gen2 Travel Model runs being done for the air quality conformity (AQC) analysis of the LRTP.

Staff responded to multiple questions from consultants regarding highway and transit network specifications.

Staff researched historic bus speed degradation in older versions of the COG travel demand model.

Staff reviewed and provided feedback for VDOT's Federal Functional Classification update procedures and map showing the changes most recently made.

Staff coordinated with WMATA to get forecast-year coding assumptions for Metrorail and reflected those schedules in the regional network database. Staff met with VDOT and reviewed detailed coding assumptions for express lane projects in Virginia.

Staff ran travel forecasting with the draft 2025 Cube Public Transport (PT) network files for QA/QC. Modeling staff noticed several network coding issues in the network input files related to transit operator IDs and the "rail_link.dbf" file. Network staff fixed those issues in the network database. Network staff plans to improve the current QA/QC process to detect and fix those issues in the network database before exporting the network files for travel forecasting.

Staff cleaned up the active network database to ensure consistent LinkID values in the network.

Staff created a new active network database in which the "Baselinks" table has been made editable.

Staff updated the TIPUP function in COGTools to address some discrepancies noticed in the process. It is currently under internal review.

Staff developed several Python utilities that could help with network database editing and network QA/QC checks. Based on the outputs from a script that performs QA/QC checks on network input files, staff suggested several changes to the network database and communicated them to network staff. Staff also developed a script that converts the network input files in DBF format to CSV format for easier comparison.

Staff are in the process of 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.

Staff developed an automated procedure in COGTools that performs QA/QC checks on the network files exported from the Unified Network Database. Staff plan to refine the QA/QC procedure in the future. This task is currently on hold due to other work priorities.

5.2 Model Development and Support

The TPB Travel Forecasting Subcommittee (TFS) generally meets in odd-numbered months, so it did not meet in August. However, staff prepared highlights from the July 12 TFS meeting.

Generation 2/Ver. 2.4 Travel Model

Staff continued to distribute the transmittal package for the Gen2/Ver. 2.4.6 Travel Model per data requests. Staff continued to distribute the March 22 version of the Round 10.0 Cooperative Forecasts land use data files for travel forecasting per data requests.

Staff synchronized the developmental Ver. 2.4_PT Model with the production-use Gen2/Version 2.4.6 Model. Staff is testing the resulting Ver. 2.4.6_PT Model. Staff also plan to conduct a 2018 model run with updated 2018 inputs and perform a 2018 validation of the model to evaluate the feasibility of using this model or its successor for future production-use work.

Staff implemented the Subarea Trip Extraction (STE) functionality for the Gen2 Travel Model, which enables model users to extract the origin-destination trip flows for a specified subarea. Staff tested the program with a specific jurisdiction. Staff will conduct additional testing and perform QA/QC checks on the outputs. Note: Due to the fidelity of the regional travel demand forecasting model, when this new functionality is available, it should be used for only larger geographies, such as a large county or a sub-area of the region.

Staff had an internal meeting on August 13 to discuss the bus degradation factors used in the Gen2 Model.

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 both ActivitySim software and Bentley Systems Cube software, which is being developed with the consultant assistance of RSG and Baseline Mobility Group (BMG). Specifically:

- Staff continued to make updates, including new features, feature enhancements and bugfixes, to the Gen3 Model as needed.
 - When responding to an inquiry from the Baltimore Metropolitan Council (BMC) regarding the household index (HHINCIDX) values in the Round 10.0 land use files, staff found that the HHINCIDX values are NOT used in the Gen3 Model. Staff plan to remove the Gen3 Model code that reads the HHINCIDX variable and modify the Gen3 Model User's Guide to remove any mention of it.
 - Staff continued to improve the batch file that streamlines the Land Use Processing, Population Synthesizer and School Enrollment Projection procedures. Staff created a "Readme" file for this program.
- Conducting Gen3 Model usability testing: In preparation for the usability testing, staff are in the process of assembling model inputs for all the Visualize 2050 analysis years. Specifically, in August, staff tested the draft 2025 network files for travel forecasting. Staff are also updating the transit fare specification memo for the Gen3 Model.
- In August, ActivitySim Version 1.3.1 was released, which supposedly resolved some of the performance issues in ActivitySim that were noted before, including those related to Sharrow, which is software designed to reduce model run times. Staff will test the new version without Sharrow, and once that is done, staff may resume the task of implementing Sharrow in the Gen3 Model with consultant assistance.

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

In August, staff serviced two data requests. Both requests were for the Gen2/ Ver2.4.6 Travel Model. One was made by a consultant working for the Maryland Department of Transportation, State Highway Administration (MDOT-SHA) to perform travel forecasting and regional impact analysis in support of the American Legion Bridge and I-270 study. The other was from a consultant who works for a private client to test the impacts of some planned developments and forecast traffic.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays. Staff also attended an ActivitySim Partners-Only Check-In Meeting on August 15. In August, AMPO announced that it plans to end its relationship as administrative agent for the ActivitySim Consortium. Staff attended several ad hoc meetings discussing options for a new administrator.

In preparation for a presentation at the September TFS meeting regarding the evaluation of Big Data in support of model development activities, staff downloaded Teralytics link trip data and compared it with the data downloaded in December 2023. Staff re-generated the screenline volume summary using the new data set. As part of this analysis, staff also downloaded 2018 and 2019 AADT data from RTDC and the MDOT websites to compare them with the 2019 AADT data from Teralytics and Replica for roads crossing the Potomac River (Screenline #20).

In August, staff continued to work with Bentley Systems, Inc. to resolve issues encountered when testing OpenPaths Cube with TPB's regional travel models.

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

In August, staff continued to work on the hiring of a Transportation Engineer 2 or 3 position that will replace an employee, who retired in May. Staff conducted interviews with additional candidates and started the background and reference checks with one selected candidate.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$3,287,883	\$151,551	10%	63

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, Visualize 2050, including the air quality conformity analysis, system performance analysis, and environmental justice analysis.

Staff continued to code networks and prepare various travel model files for the air quality conformity analysis. Staff continued to coordinate with VDOT consultants regarding detailed network coding information for the Virginia express lanes projects for inclusion in the conformity analysis.

Staff completed the initial set of travel model runs for the 2025 analysis year. Staff began conducting quality assurance reviews of these model outputs.

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. The EPA published a Federal Register notice recommending approval of the updated 2008 Ozone Maintenance Plan with new MVEBs on June 3, 2024. The 30-day comment period ended on July 3, 2024, and the EPA is expected to approve the revised MVEBs.

Following completion of the vehicle registration/vehicle identification number (VIN) decoding process and the transmittal of decoded VIN datasets to the state air agencies in July, TPB staff continued to summarize the decoded data for quality control and for future presentations.

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 coordinate planning activities with the state departments of transportation related to the Carbon Reduction Program (CRP). This program, established by the Bipartisan Infrastructure Law (BIL), provides funds for projects designed to reduce on-road transportation emissions.

Staff also 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.

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 conducted the final review of the strategy document (study final deliverable), assembled comments from the Regional Electric Vehicle Deployment (REVD) Working Group, drafted a cover memo for the September TPB Technical Committee presentation, and reviewed the ICF TPB Technical Committee presentation.

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 GHGs. MOVES4 is now expected to be used in the Visualize 2050 air quality conformity analysis. DEP staff continued working on developing MOVES4.0.1 input files for milestone years 2023, 2025, 2026, 2030, 2040, 2045, and 2050 for the Visualize 2050 conformity analysis. Staff spent time quality assuring inputs provided by states and reached out to the state air agencies to request a few updated inputs.

In support of the climate change activities conducted by our member jurisdictions, staff summarized the 2023 analysis year GHG emission rates for Arlington County based on the 2022 Update to Visualize 2045 Long-Range Transportation Plan. The data were transmitted to DEP staff who facilitated the data request.

Staff continued to attend meetings, workshops, and webinars related to air quality and climate change planning, which included a webinar on the US DOT Report to Congress on Decarbonizing U.S. Transportation (August 12) and an AMPO Virtual Peer Exchange on Integrating GHG Considerations in Regional Planning and Programming (August 26). Staff also participated in an interview with the Boston MPO staff on transit mode shift (August 5) and in an interview with the Association of Metropolitan Planning Organization (AMPO) staff on GHG reduction goals (August 7).

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$5,303,709	\$166,008	5%	67

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Transportation Research and Analysis

Staff provided project oversight and management for several large projects/initiatives, including the DMV Moves Survey, the Transportation Inequities in Disadvantaged Communities Study, and the Regional Electric Vehicle Implementation Strategy.

Staff continued drafting the scope for the next Regional Travel Survey.

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 the survey outreach events and deliverables.

Staff reviewed the draft slide deck and data files from the DMV Moves Survey.

Staff participated in weekly meetings with the on-call contractor (ICF) to discuss the DMV Moves Survey.

Traffic Trends

Staff continued testing and evaluating the accuracy and applicability of Big Data products, notably Street Light and Replica. As part of this analysis, staff conducted research on multiple big data evaluations including: Network Performance module of Streetlight, Truck shares of Streetlight/Replica and Active Transportation of Replica.

Staff participated in monthly check-in calls with Big Data vendors StreetLight and Replica to discuss any technical questions raised by users and to learn about new product offerings from the vendors.

Per request, staff shared and explained the 2022 VMT and 2019 DC seasonal factors to the modeling team members in support their big data evaluation work.

Staff participated in the monthly big data user group meeting.

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 to train others on various projects for the purpose of succession planning.

Data Requests

N/A.

Meetings & Conferences

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

Staff participated in weekly meeting coordinating the DMV Moves Survey.

Staff participated in a teleconference with staff members of Joint Base Anacostia Bolling (JBAB) to continue ongoing discussions of possible transportation-related scope items for a Compatible Use Plan (CUP) that may be supported by staff from the Council of Governments.

7.2 Data Management and Visualization Services

Staff continued the development of an updated mapping application for the environmental consultation and mitigation element of Visualize 2050. A first draft was delivered to the Plan Development and Coordination team.

Staff continued to work on the TPB Resources and Applications Page (TRAP), making changes to the design and page organization as well as adding additional content. This is an ongoing task as the TRAP is a dynamic product.

Staff met with fellow staff as well as staff from the Baltimore Metropolitan Council (BMC) on August 5 regarding the trade agreement for MPO populations in the TPB and BMC planning areas.

Staff met with staff from the Plan Development and Coordination team to discuss opportunities for updating the Transit Access Focus Areas (TAFA) and to discuss the Local Technical Assistance (LTA) program in general.

Staff worked with Plan Development and Coordination staff and consultant staff to incorporate the Transportation Inequities Hub page into the TPB/COG organizational account.

Staff updated the Equity Emphasis Area (EEA) geospatial dataset to remove the tracts in the Fauquier Urban Area, which is no longer part of the TPB planning area.

Staff created a web mapping application showing the EEA geography in conjunction with data from the American Community Survey (ACS) about persons with disabilities.

Staff Finished code for obtaining electric vehicle (EV) charging station data via the API from the Alternative Fuels Data Center (AFDC) website and creating a geospatial dataset in ArcGIS Pro. Staff began documenting the update procedure for the workflow.

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 worked with fellow team staff on the Planning Research and Assistance (PRA) subteam to update the Enplanement Power BI visualization. Staff received updated data from PRA staff and reformatted it to import into Power BI.

Staff coordinated with Commuter Connections staff to utilize the Commuter Connections composite address locator as the default geocoder tool in ArcGIS Pro, Enterprise and Online.

Staff met with staff from the Department of Community Planning & Services (DCPS) to review the scope of UPWP Task 8 and confirm the work activities that DCPS will complete to support this task.

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. This work is an ongoing task of the Planning Data Resources team.

GIS Committee/GDX Working Group

Staff Created the draft agenda for the September GIS Committee/GDX Working Group meeting

Data Requests

Staff responded to a request from fellow staff regarding the availability of a regional dataset of airports.

Staff responded to a request from System Performance staff and created a web map showing regional pavement condition and Equity Emphasis Areas for use in a webinar presentation.

Staff responded to a request from Department of Environmental Programs (DEP) Staff regarding environmental datasets to use to develop maps and other graphic for inclusion in the CFI grant application.

Meetings & Conferences

Staff attended the Towson University GIS (TUgis) Conference August 7-8.

Staff attended and participated in the Big Data User Group meeting on August 15.

Staff participated in the recurring meeting related to Visualize 2050 planning activities (August 20).

Staff attended the AMO Quarter 3 Active Transportation webinar on August 28

Staff continued to attend the regularly scheduled meetings (as well as 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	\$1,144,171	\$43,081	8%	71

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

The Cooperative Forecasting and Data Subcommittee did not meet in the month of August.

The Planning Directors Technical Advisory Committee did not meet in the month of August.

Staff released the July issue of the Regional Economic Monitoring System (REMS) report that covers the following data points for the month of June 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 but not reported out.

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

Staff continued work on the Activity Centers Map/Project during the month of August and conducted “One-on-One Meetings” with Prince George’s County, District of Columbia, and Loudoun County. Other meetings are being planned for September. The update of the Activity Centers Map is an important product that supports metropolitan transportation planning, identifying locations in the region to promote balanced development with transportation infrastructure planning and investment.

Staff reviewed urban area population numbers from the 2020 Census that were used to draft metropolitan planning trade agreements between TPB and the Baltimore Region Transportation Board (BRTB), per federal regulations.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS	\$1,190,323	\$21,109	3%	75

9. COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Standard operations continued for 34 open Enhanced Mobility projects. Fifteen requests for reimbursement totaling \$150,749.20 were processed and paid. Award letters were sent to the subrecipients requesting compliance items required to start their Round 6 projects. Staff selected potential candidates for the Grants Program Analyst role and began interviewing those candidates.

9.2 Regional Roadway Safety Program

Staff developed and issued Task Order Requests (TORs) to pre-qualified consultants for the six (6) FY 2025 Board-approved RRSP projects. Staff additionally coordinated with the relevant jurisdictions to respond to the questions, and subsequently issued Addendums to the TORs. Proposals were received on August 30.

9.3 Transportation Alternatives Set-Aside Program

Staff wrapped up work on the FY 2025 round of project selections for the Maryland suballocation of the federal Transportation Alternatives Set-Aside Program. Staff began preparing for the solicitation for DC for FY 2026. The call for applications will open in late September and close on November 1.

9.4 Transportation Land Use Connections Program

Staff completed final steps in the consultant selection process for the nine TLC projects selected for FY 2025. In late July, consultant proposals were due. Staff received 32 proposals, which were sent out to technical selection committee (TSCs) for each project. The TSC scores were due in mid- and late-August (different dates for projects). Based on these scores, five projects were selected outright, while four required consensus meetings with TSC members to determine final selections. By the end of the month, consultants were selected for all projects and staff began developing task orders.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	\$1,628,295	\$107,976	10%	77

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
- Aptos 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 **AUGUST 2024 FY 2025** 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 added activities for the TPB Staff Director for **AUGUST 2024 FY 2025** includes Telephone / Web Ex / Microsoft Teams Communications:

- HUD PRO Housing next steps
- DMVMoves: COG/Metro Weekly Monthly Check-ins – M. Phillips / WMATA
- TPB Curbside Management Forum
- VRE-MARC Event / Union Station
- CAO Committee Monthly Meeting
- Strategic Plan Discussion – J. Jakopic
- AMPO Session - 3-B prep call

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	\$1,686,948	\$6,840	1%	79
District of Columbia	\$296,890	\$0	0%	79
Maryland	\$537,832	\$0	0%	81
Virginia	\$446,894	\$6,840	3%	83
Regional Transit	\$405,331	\$0	0%	85

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. 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, one technical assistance project in DC is partially funded under this PE number. See TLC item above (9.4) 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

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 are fully or partially funded under this PE number. See TLC item above (9.4) 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 met with VDOT staff to discuss and plan for the fall 2024 active transportation counting study.

Staff drafted the task order for the fall 2024 counts, delivered it to the on-call travel monitoring contractor for a price quote, and ultimately accepted the quote.

Staff scheduled the kick-off meeting of fall 2024 active transportation counts.

Staff performed the QA/QC on the data from the eight eco counters along I-66 owned by VDOT for the period of 7/22/2024-8/15/2024 and reported findings to VDOT staff.

3. Travel Demand Modeling

No activity.

4. Transportation / Land-Use Connections Program

As part of the Transportation Land-Use Connections Program, one technical assistance project in Virginia is funded under this PE number. See TLC item above (9.4) 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 submitted a 30% plan set based on existing conditions and utility maps and data provided by the city. Consultant also submitted a Stormwater Manager Concept plan and report for the next phase of design. Both are currently in review by the city.
- DC, 9th Street NW Sidewalk 30% Design – DDOT continued review of 15% designs, which were submitted in July.
- Fairfax County, Prosperity Avenue Road Diet and Protected Bike Lanes 30% Design – Consultant finalized and submitted draft documents to the county, including 30% Plan set, Opinion of Probable Cost, Basis of Design Report, and updated Traffic Study materials including Synchro files.

3. Other Tasks to be Defined

No activity.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management

- COG/TPB staff has updated the monthly enplanement data.
- The Aviation Technical Subcommittee did not meet in August.
- FAA awarded the annual Airport Improvement Program (AIP) grant to COG/TPB to support Phase 39 of the Continuous Airport System Planning Program.

Process 2022/23 Baltimore-Washington Regional Air Passenger Survey (APS)

- Staff completed the draft report on general findings from the 2023 Regional Air Passenger Survey (APS) for review by the Aviation Technical Subcommittee. The draft report was disseminated to Subcommittee members who were asked to review and provide comments/input on the draft. Staff will prepare a final report, addressing comments received from the Subcommittee.
- Staff conducted research and drafted the report for the Air Cargo Element Update.

Air Cargo Element Update

- Staff conducted research and continued drafting the report for the Air Cargo Element Update.

2023 Ground Access Forecast and Element Update

- This project has not started.

2025 Ground Access Travel Time Study Update

This project has not started.

Progress on Plan Products

The following is a list of activities that will be undertaken by TPB staff in FY 2025. There are 14 advisory committees and subcommittees that provide subject-matter expertise and consensus for each of these products and projects.

- The Visualize 2050 National Capital Region Transportation Plan is anticipated to be approved in December 2025, which is later than previously planned (June 2025) since the Air Quality Conformity (AQC) Analysis will now include two options: One without the I-95/495 Southside Express Lanes (SSEL) and one with the facility. The focus in 2025 is the AQC Analysis, the Plan Performance Analysis, and including all of the planning elements in the documentation.
- The FY 2026-2029 Transportation Improvement Program will be developed (December 2025 approval).
- Nine TLC projects for FY 2025 will be completed (June 2025)
- Six RRSP projects for FY 2025 will be completed (June 2025)
- Three Transit Within Reach projects will be completed (December 2024)
- TPB will select FY 2026 projects for funding and/or consultant services for the DC and Maryland Transportation Alternatives Set-Aside Program, Transportation and Land Use Connections projects, and 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, and Transit Asset targets.
- TPB conducted a Regional Curbside Management Forum (August 2024)

Specific Projects/products:

#	Project / Product	Consultant?	ECD
1	2024 Regional Safety Study (enhanced transportation safety data deep dive),	Yes	March 2025
2	Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies (ICORGHG)	Yes	Nov. 2024
3	Coordination of climate change mitigation implementation strategies.	TBD	TBD
4	Create the Regional Transportation Resilience Subcommittee	No	Fall 2025
5	Conduct resilience analysis: interior flooding analysis; economic analysis of select adaptation scenarios; and closures due to natural hazard data analysis and mapping	Yes	Varied
6	Update the National Capital Trail Network map	No	June 2026
7	Intercity Bus and Rail Travel Study		
8	Annual State of Public Transportation Report	No	June 2025
9	Update COG/TPB's strategic plan for travel demand model development	No	June 2025
10	Implementation of new Regional Travel Survey (RTS) format, transitioning from a "once-a-decade" to a more frequent survey activity	Yes	Multi-year
11	Regional coordination of future transit on-board surveys (TOBS)	Yes	Multi-year
12	Regional bike/active transportation count program	Yes	Multi-year
13	2025 Washington-Baltimore Regional Air Passenger Survey	Yes	Fall 2025
14	Washington-Baltimore Regional Air Cargo Element Update	No	Dec 2025

TPB Work Program Progress Report

AUGUST 2024 FY 2025

#	Project / Product	Consultant?	ECD
15	Ground Access Forecast Update	No	Spring 2025
16	Travel monitoring data sets and visualizations	Yes	Varies
17	Updated Regional Activity Centers Map	No	Dec 2024
18	Round 10.1 Cooperative Forecasts	No	June 2025
19	2024 Congestion Management Process Technical Report	No	Dec 2024
20	Visualize 2050 website	Yes	Dec 2025
21	Equity Deep Dive – Round 3	Yes	?
22	AFA reorganization	No	Dec 2025
23	TPB Annual Report	?	December 2024
24	Transit Access Focus Areas - update	No	Winter 2024/2025
25	TLC projects (9 individual products)	Yes	June 2025
26	Transit Within Reach (TWR) projects (3 individual products)	Yes	Dec 2024
27	Regional Roadway Safety Program (6 individual products)	Yes	June 2025
28	TPB Transportation Safety Summit/Forum	Yes	Fall 2024
29	Systems Performance, Operations, and Technology Planning Member Agency Operations Technology Inventory	Yes	Fall 2024
30	Maintain the Regional ITS Architecture	Maybe	June 2025
31	Conduct bicycle/pedestrian planning or design training, outreach, or professional development opportunities for member agency staff	No	June 2025
32	Decoding of 2023 vehicle registration/Vehicle Identification Number (VIN) data	Yes (for software); No (for use of decoder)	Sep. 2024
33	Documentation of transportation networks used for travel model for the air quality conformity analysis of Visualize 2050	No	Spring 2025
34	CAC Recruitment – new cohort 2025-2026	No	January 2025

FY 2025 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
August 2024

	DC, MD and VA		BILLED	
	FTA, FHWA and LOCAL	FUNDS	THIS	% FUNDS
	BUDGET TOTAL	EXPENDED	MONTH	EXPENDED
1. Long-Range Transportation Planning				
Long - Range Transportation Planning	1,776,609.06	164,767.95	99,020.58	9%
Subtotal	1,776,609.06	164,767.95	99,020.58	9%
2. Transportation Improvement Program				
Transportation Improvement Program	361,722.91	28,196.48	14,533.29	8%
TIP Database Support	250,000.00	20,012.41	20,012.41	8%
Subtotal	611,722.91	48,208.89	34,545.7	8%
3. Planning Elements				
Bicycle & Pedestrian Planning	832,307.18	44,520.78	25,787.97	5%
Congestion Management Process	418,739.11	63,852.02	48,165.57	15%
Freight Planning	146,521.95	18,443.98	9,763.02	13%
Metropolitan Area Transportation Operation Coord Program Planning	496,836.42	40,882.64	24,274.61	8%
Performance-Based Planning & Programming	344,934.93	23,063.83	9,462.07	7%
Regional Public Transportation Planning	598,410.59	160,005.69	139,229.75	27%
Resilience Planning	404,493.61	31,157.2	15,976.68	8%
Systems Performance, Ops & Tech Planning	176,906.28	14,208.37	7,039.93	8%
Transportation Emergency Preparedness Planning	219,857.22	19,987.83	15,392.98	9%
Transportation Safety Planning	0.00	9,806.06	0	0%
Subtotal	3,639,007.29	425,928.4	295,092.58	12%
4. Public Participation				
Public Participation	867,522.59	106,391.44	56,879.12	12%
Subtotal	867,522.59	106,391.44	56,879.12	12%
5. Travel Forecasting				
Model Development	1,239,847.78	123,126.42	67,576.13	10%
Network Development	2,300,391.38	216,909.49	124,236.73	9%
Subtotal	3,540,239.16	340,035.91	191,812.86	10%
6. Mobile Emissions Planning				
Air Quality Conformity	1,304,875.61	151,331.79	70,408.05	12%
Mobile Emissions Analysis	1,983,006.97	178,539.06	81,143.39	9%
Subtotal	3,287,882.58	329,870.85	151,551.44	10%
7. Travel Monitoring and Data Programs				
Data Visualization & Management	4,307,763.37	145,367.3	99,125.89	3%
Research & Analysis	995,946.55	144,459.57	66,882.9	15%
Subtotal	5,303,709.92	289,826.87	166,008.79	5%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,144,171.97	88,980.58	43,081.16	8%
Subtotal	1,144,171.97	88,980.58	43,081.16	8%
9. Complete Street Mobility and Enhancement Programs				
Enhanced Mobility Grant Program	839,100.70	31,964.63	16,606.64	4%
Regional Roadway Safety Program	95,618.13	3,706.55	1,650.05	4%
Transportation and Land Use Connections Program	37,030.30	1,487.08	939.29	4%
Transportation Alternatives Set-Aside Programs	218,574.01	3,797.31	1,913.58	2%
Subtotal	1,190,323.14	40,955.57	21,109.56	3%
10. TPB Support and Management				
TPB Support and Management	1,628,295.97	167,018.65	107,976.68	10%
UPWP	0.00	0.	0.	0%
Subtotal	1,628,295.97	167,018.65	107,976.68	10%
Core Program	22,989,484.59	2,001,985.11	1,167,078.47	9%
A. District of Columbia Technical Assistance				
Program Development & Misc.	296,890.09	0	0	0%
B. Maryland Technical Assistance				
Program Development & Misc.	537,832.84	0	0	0%
C. Virginia Technical Assistance				
Program Development & Misc.	446,894.41	13,012.21	6,840.16	3%
D. Public Transit Technical Assistance				
Program Development & Misc.	405,331.64	0	0	0%
Technical Assistance	1,686,948.98	13,012.21	6,840.16	1%
TPB Grand Total	24,676,433.57	2,014,997.32	1,173,918.63	8%

FY 2025 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE

August 2024
SUPPLEMENT 1

	TOTAL		FTA/STA/LOCAL		PL FUNDS/LOCAL	
	AUTHORIZED	TOTAL	AUTHORIZED	FTA	AUTHORIZED	FHWA
	BUDGET	EXPEDITURES	BUDGET	EXPENDITURES	BUDGET	EXPENDITURES
A. District of Columbia Technical Assistance						
Program Development, Data Requests, & Misc	15,000.24	0.00	416.46	0.00	14,583.78	0.00
Regional Roadway Safety Program	36,000.00	0.00	999.48	0.00	35,000.52	0.00
TBD	245,889.85	0.00	6,826.69	0.00	239,063.16	0.00
Transportation and Land Use Connections Program	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal	296,890.09	0.00	8,242.63	0.00	288,647.46	0.00
B. Maryland Technical Assistance						
Feasibility/Special Studies	25,001.16	0.00	694.11	0.00	24,307.05	0.00
Pgm Development & Misc	15,000.24	0.00	416.46	0.00	14,583.78	0.00
Regional Safety PGM-MD	175,000.00	0.00	4,858.56	0.00	170,141.44	0.00
TBD	22,831.44	0.00	633.87	0.00	22,197.57	0.00
TLC-MD	300,000.00	0.00	8,328.97	0.00	291,671.03	0.00
Subtotal	537,832.84	0.00	14,931.97	0.00	522,900.87	0.00
C. Virginia Technical Assistance						
Pgm Development & Misc	15,000.24	0.00	416.46	0.00	14,583.78	0.00
Regional Safety PGM-VA	89,000.00	0.00	2,470.93	0.00	86,529.07	0.00
VDOT Raise Grant	11,593.28	0.00	321.87	0.00	11,271.41	0.00
TLC-VA	80,000.00	0.00	2,221.06	0.00	77,778.94	0.00
Travel Demand Modeling	15,000.24	0.00	416.46	0.00	14,583.78	0.00
Travel Monitoring	236,300.65	13,012.21	6,560.47	361.26	229,740.18	12,650.95
VA Other Tasks	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal	446,894.41	13,012.21	12,407.23	361.26	434,487.18	12,650.95
D. Public Transportation Technical Assistance						
Pgm Development & Misc	15,000.24	0.00	15,000.24	0.00	0.00	0.00
Regional HCT Graphic/Map	0.00	0.00	0.00	0.00	0.00	0.00
TBD	140,331.40	0.00	140,331.40	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	405,331.64	0.00	405,331.64	0.00	0.00	0.00
Grand Total	1,686,948.98	13,012.21	440,913.47	361.26	1,246,035.51	12,650.95