

FY 2024



National Capital Region
Transportation Planning Board

Work Program Progress Report

JUNE 2024

END OF YEAR REPORT

FY 2024

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TPB Work Program Progress Report
JUNE 2024 FY 2024

The TPB approved its FY 2024 Unified Planning Work Program (UPWP) in March 2023 and amended it in March 2024. The TPB Work Program Progress Report summarizes each activity for Juan, including an annual summary. 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	\$168,268	90%	41

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 – Visualize 2045 Implementation

Staff worked with agencies on the non-regionally significant (NRS) projects to review the status of projects in the PIT database in advance of the June deadline for submitting NRS projects for V2050. Staff held two Q&A sessions for agencies on the NRS submissions. At the June TPB meeting, the Board extended the deadline for completing Visualize 2050. Thus, staff moved the NRS submission date from the end of June to the beginning of August. Staff communicated the change to participating agencies.

FY24 Highlights/End-of-Year Recap:

- Staff aligned TPB performance measures with aspirational initiatives.
- Staff met internally with staff to explore implementation reporting options for three aspirational initiatives and drafted a scope of work.
- Staff assessed implementation progress of two aspirational initiatives (regarding the express highway network and BRT/transitways) using the inputs to the 2050 plan and shared that information with the board. Separately staff assessed progress on a third aspirational initiative (regarding the trail network) and reported progress to the board. Staff worked on creating an existing interactive map with this information.
- Staff worked with agencies on the status of their non-regionally significant projects in Visualize 2045 to see which have been completed, withdrawn or will be carried forward in the next plan.

1.2 – Environmental Justice and Equity

No activities to report.

FY24 Highlights/End-of-Year Recap

Staff prepared the Spanish-translation materials for the Visualize 2050 March 2024 comment period and solicited engagement in Spanish advertisements. Staff targeted Spanish-language outreach to equity emphasis areas. Staff presented engagement results to multiple TPB committees.

1.3 – Future Plan Development

Staff followed up on the board's request from the May meeting to act on the I-495/I-95 Southside Express Lane's (SSEL) project inclusion in the air quality conformity (AQC) analysis at its June meeting. Staff compiled the many public comments received and prepared materials in advance of the meeting. The board acted to include a second option for the AQC analysis with the SSEL project. The board also extended the deadline for completing the V2050 plan from June to December 2025. Staff began to review the plan development schedule to account for this new information. Model work began with the Board-approved project inputs.

Staff continued providing member agencies assistance with submission of NRS project inputs. Staff held two Q&A sessions for agencies. Staff began preparing internally for how to manage the remaining project input review, including who would be involved and how, and what the key

takeaways would be in the plan related to the PIT form topics and the projects submitted. Staff began looking at the NRS project submissions and in particular, the financial information.

Staff continued reviewing the air quality conformity list of projects and the PIT database to ensure consistency between the two. Staff continued preparations for the PIT 2.0 transition and prioritized requested platform edits for EcoInteractive to implement. Staff met with the internal 2050 team and bi-weekly with the design consultant preparing new features for the website. Staff monitored developments with the new DMV/Moves Initiative. Staff met internally each week to discuss plan and PIT items and met with subject matter experts on their portions of the plan under development. Staff continued drafting and reviewing sections of the plan.

FY 2024 Highlights/End-of-Year Recap

General Plan Development Activities:

- Staff held monthly full team meetings and weekly plan coordination meetings.
- Staff presented to the Board, Technical Committee, CAC and AFA committees on multiple occasions to keep them engaged in the plan development process.
- Staff developed the plan structure and began drafting the first several chapters.
- Separately, staff developed a structure to document the planning and programming process for developing the plan and FY26-29 TIP and worked with subject matter experts on first drafts of several parts.
- Staff worked with design consultants to update the logo, develop the process document template, and identify a new structure and updates for the website.

Project Identification and Review Activities:

- Staff engaged the public on two occasions – in 2023 and 2024 to 1) accept comments on Visualize 2045 projects under review prior to agency submissions and 2) accept comments on the regionally significant for air quality (RSAQ) projects submitted for the new plan.
- Staff reported the comments to the Board and shared agency responses.
- Staff dived fully into the details of the Project InfoTrack (PIT) database as part of the zero-based budgeting effort. Staff made improvements to the PIT 1.0 platform to facilitate better project inputs from agencies and developed a methodology for reviewing regionally significant project inputs over a five-month period in advance of the second public comment opportunity.
- Staff summarized the RSAQ project inputs and presented them to the Board for action.
- Staff worked with the consultant and prepared to transition to the PIT 2.0 platform in FY25.

Financial Plan Activities:

- Staff prepared an initial financial analysis for Visualize 2050 which was briefed to the September 2023 Technical Committee meeting to inform project inputs for the long-range transportation plan.
- Staff reviewed financial inputs for each project submitted to the PIT database as project agencies submitted inputs for the Visualize 2050 air quality conformity analysis by December 2023.
- Staff completed a draft financial constraint review and modal analysis in preparation for the public comment period in March 2024.
- Staff assisted with responses to comments received through the public participation process.
- Staff outlined the financial analysis and plan that will be drafted for inclusion in the long-range transportation plan documentation in the next year.

1.4 – Federal Compliance

Staff continued work on documenting the TPB’s process for developing Visualize 2050 and the FY26-29 TIP. The documentation will consist of many sub-documents written by subject matter experts to explain how the TPB’s around many topics informs the region’s plan and program.

FY24 Highlights/End-of-Year Recap

The TPB’s process for complying with federal regulations on transportation planning and programming will be documented separately from the Visualize 2050 plan. With the help of a graphic designer, staff created a process document template, shared with all of TPB’s subject matter experts many of whom began writing their parts during this fiscal year.

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 continued conversations with key stakeholders regarding the I-95/I-495 Southside Express Lanes (SSEL) project in preparation for the board vote at their June meeting. The board decided to proceed with two options for air quality conformity analysis – one with and the other without the (SSEL) project – and extended the schedule deadline for plan approval to December 2025.

FY24 Highlights/End-of-Year Recap

- Visualize 2050 developed this year according to the Board’s adopted schedule. TPB staff completed the 2023 comment period and held the second comment period in March. Project inputs for regionally significant projects were received by the end of December 2023, and the board acted on the inputs and scope of work for the Air Quality Conformity Analysis in May.
- The TPB delayed action on one project input from May to June of 2024, and then acted to add a second option for conformity analysis including the project. At that time, the board extended the deadline for completing Visualize 2050 until December 2025.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$583,710	\$56,709	73%	43

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1– Transportation Improvement Program (TIP)

At its meeting on June 7, the TPB Steering Committee approved the three resolutions described below amending the FY 2023-2026 TIP:

- TPB SR26-2024 – requested by DDOT to increase funding for the South Capitol Street Trail Project (T6114) by \$13.4M and to add funds for a new DOEE Fast Charger Upgrade project (T13614) with a total of \$689,877.

- TPB SR27-2024 – requested by MDOT to add a net total of approximately \$35.25 million by increasing funding for three ongoing programs and to add funding for two new projects described below:
 - Small Urban Transit Systems – Operating Assistance (T2594) - add \$8.963 million,
 - Ridesharing – Statewide Program (T3760) – add \$1.622 million,
 - Prince George’s County Bus and Bus Facilities Competitive Low-No (T13566) – add \$6.59 million,
 - Maryland Equitable Charging Infrastructure Discretionary Grant (T13613) – new project with \$9.2 million, and
 - Dale Drive Shared Use Path and Safety Improvements (T13612) – new project with \$9.4 million.
- TPB SR28-2024 – requested by VDOT to add a net total of approximately \$407 million to the Northern Virginia portion of the TIP by increasing funds for two existing roadway projects and a railway operational program and to add a new rail service expansion program as described below:
 - VA 645 Westwind Drive from Loudoun County Parkway to VA 606 (T6659) – add approximately \$93.1 million,
 - VA 659 Northstar Boulevard Extension (T6634) – add \$22.6 million,
 - Virginia State-Supported Amtrak Operations (T13570) – add approximately \$34.5 million, and
 - VPRC Intercity Rail Service Expansion (T13611) – new record with \$257.2 million.

Both of VDOT’s roadway projects were included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the remaining programs and projects are exempt from the air quality conformity requirement as defined in the Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012.

During the month of June, TPB staff approved administrative modifications to 13 project or program records in the FY 2023-2026 TIP as follows:

- DDOT – 5 records, a net total increase of approximately \$1.8 million
- MDOT-SHA – 1 record adding \$160,000
- Montgomery County – 1 record adding \$2 million
- Prince George’s County – 1 record adding \$910,186
- VDRPT – 2 records – no change in funding levels
- VDOT – 1 record no change in funding levels
- WMATA – 2 records adding \$36 million

TPB staff also provided support to implementing agencies with the preparation of FY 2026-2029 TIP records by providing complete listings of old records which should be carried forward or removed and then performing those actions on behalf of the agencies. Staff also identified TIP records that were likely to be of an “ongoing” nature, and provided guidance and technical support in developing the financial projections for those programs to be included in the financial analysis of Visualize 2050 beyond the 4-year span of the TIP.

FY 2024 Highlights/End-of-Year Recap

- The TPB Steering Committee approved 25 resolutions in FY 2024 approving amendments requested by 10 agencies to 231 project and program records in the FY 2023-2026 TIP, adding a net total of approximately \$1.7 billion..
- Over the course of 11 TIP Actions, staff approved 90 administrative modifications to 90 project and program records, adding approximately \$426 million..

- Staff worked with EcoInteractive and implementing agencies to develop the FY 2023 report of Transportation Projects with Federal Funding Obligations in the National Capital Region.
- Staff provided training and technical support for Project InfoTrak users from every implementing agency, including 3 training sessions, 7 Q&A sessions, and one-on-one help desk technical support.

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 June under the baseline maintenance and support contract included updating some standard data values and fixing some bugs:

- Added new funding sources available for selection in TIP funding tables: Safe Streets for All, PROTECT, Charging and Fueling Infrastructure Discretionary Grant,
- EcoInteractive continued ongoing work on developing the platform upgrade for the Project InfoTrak database application. Significant progress was made in the area of the conformity information reports, however the change narrative was still underway. .

Under an expanded contract for professional services, EcoInteractive developed and refined customizations of the software platform, and performed other specialized tasks. Work in progress or completed in May under the professional services contract included:

- Adding conformity implementation status and NRS fields to conformity level data.
- Modified logic so that Bike/Ped projects could be added to LRTP and TIP adoptions.
- Multiple customizations made to the 2.0 platform interface.

FY 2024 Highlights/End-of-Year Recap

- Consultant EcoInteractive successfully completed the fourth year of their contract.
- Work performed in FY 2024 under the basic contract included 120 hours of providing help desk service to staff and users from member agencies, as well as regular maintenance support and bug fixes.
- Work performed under the expanded contract for professional services included 160 additional hours dedicated to multiple customizations and improvements to the Project InfoTrak system requested by staff. All requested customizations were successfully implemented by the contractor.
- EcoInteractive had planned to transition the TPB's Project InfoTrak system to a new and upgraded platform at the end of fiscal year 2024. Significant work has been done towards this however, given the significant delay and the plan approval schedule, and the ongoing collection of data on project inputs that extended beyond FY 2024 and a desire by staff to not switch platforms while agencies are actively entering information means that this platform upgrade will be delayed until October 2024.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$3,505,138	\$396,072	73%	45

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff briefed the June TPB Technical Committee meeting on the latest performance data for the measures of Pavement Condition, Bridge Condition, Travel Time Reliability, Congestion Mitigation and Air Quality Program (CMAQ) Traffic Congestion, and CMAQ Emission Reduction. Staff collected information for the MPO (CMAQ) Performance Plan due to State DOTs in August.

Staff attended the quarterly VDOT OIPI MPO meeting.

FY 2024 Highlights/End-of-Year Recap

- In November 2023, staff briefed the TPB and TPB Technical Committee on the requirements, process, methodology and draft targets for the federally required annual Highway Safety and Transit Safety performance measures. Additional information on safety actions by TPB/COG and in the region was prepared in response to questions. Staff also organized a briefing by WMATA staff to the TPB on actions that the agency has undertaken to improve safety.
- The TPB adopted the annual highway safety and transit safety targets in December 2023. Staff developed resolutions, reports, and presentations for the TPB for board approval of PBPP targets.
- Staff reviewed a new final rulemaking from FHWA on a Greenhouse Gas (GHG) Emissions performance measure. Staff met with State DOTs and adjoining MPOs to coordinate on the rulemaking and briefed the TPB and TPB Technical Committee on the new requirements.
- Staff collected data and developed a forecasting and target-setting methodology for the Greenhouse Gas (GHG) Emissions performance measure; however, work ceased in April 2024 following the judicially ordered suspension of the rulemaking.
- Staff prepared a regional data visualization of bridge condition and pavement condition performance.
- Staff prepared briefings, updated the Technical Committee, attended state and federal training sessions, and coordinated with state DOT and other MPO stakeholders on the PBPP performance and targets.
- Staff outlined PBPP material to be incorporated into the Visualize 2050 transportation plan.
- Staff collected information for the highway asset and system performance areas of the PBPP process in support of the performance update.

3.2 Congestion Management Process

The regularly scheduled meeting of the Vehicle Probe Data Users Group was organized and conducted on June 21, 2024, discussing the Virginia Transportation Research Council's (VTRC's) Development of a Methodology for Assessing Work Zone Queue Accuracy Using Probe Data; VTRC's activities on Evaluating Free-Flow Speed Estimates from Probe Datasets and Their Impact on Project Prioritization; and a consultant report on Leveraging Big Data for Traffic Analysis: A National Capital Region Case Study using the 495 NEXT Project.

Work continued on the development of the 2024 Congestion Management Process (CMP) Technical Report. Recently identified additional components required further work, thus completion of the report was extended into FY 2025.

FY2024 Highlights/End-of-Year Recap:

- Most components of the 2024 Congestion Management Process Technical Report were developed. Additional components identified late in the fiscal year required further work, thus completion of the report was extended into FY 2025.
- As a follow-up to the FY 2023 CMP supplementary analysis of regional bottleneck rankings for the years 2010 to 2021, a bottlenecks ranking methodology workshop was organized and conducted in September 2023, encouraging member agency staffs to explore the available analysis tools for jurisdictional analyses.
- In addition to the bottlenecks workshop, three regularly scheduled (3) meetings of the Vehicle Probe Data Users Group were organized and conducted, serving as collaboration and information sharing opportunities for member agencies and staff regarding transportation systems usage data sources.
- Background research was undertaken toward future analysis opportunities of big data sets.

3.3 Systems Performance, Operations, and Technology Planning

The regularly scheduled June 6, 2024 meeting of the Systems Performance, Operations, and Technology Subcommittee (SPOTS) was organized and conducted, discussing the City of Alexandria Adaptive Traffic Signal Project; the initiation of the consultant-supported TPB regional survey of member operations technology; and a preview of the upcoming 2024 Congestion Management Process Technical Report.

Work continued on the development and distribution of the consultant-supported TPB regional survey of member operations technology.

FY 2024 Highlights/End-of-Year Recap:

- Two (2) meetings of the Systems Performance, Operations, and Technology Subcommittee (SPOTS) were organized and conducted during FY2024, including preparation of agendas, meeting summaries, and informational materials, providing opportunities for coordination and information exchange.
- A consultant-supported TPB regional survey of member operations technology was started, continuing into FY 2025.
- The Regional Intelligent Transportation Systems Architecture was maintained, available on the TPB website; no changes were requested by partner agencies during FY 2024.

3.4 Transportation Emergency Preparedness Planning

Planning for future meetings of the Transportation Emergency Preparedness Committee (R-ESF 1) was undertaken, to discuss current regional transportation emergency preparedness issues.

FY 2024 Highlights/End-of-Year Recap:

- Six (6) virtual meetings and one (1) in person/hybrid meeting of the Regional Emergency Support Function 1 (R-ESF 1) Transportation Emergency Preparedness Committee were organized and conducted during FY 2024, including preparation of agendas, meeting summaries, and tracking of action items. Supporting and informational materials were developed.
- Follow-ups to the 2018 COG Traffic Incident Management Enhancement (TIME) Initiative were addressed, in coordination with the Metropolitan Area Transportation Operations Coordination (MATOC) program.
- Transportation emergency preparedness planning coordination with public safety committees and programs was maintained.

3.5 Transportation Safety Planning

Staff continued coordination with the consultant team to advance several elements of the Regional Safety Study. An initial analysis of 2018-2022 crash data was completed, which was reviewed by TPB Staff. Staff provided comments and additional guidance for refining the analysis, which were incorporated by the consultant. In addition, the project team jointly developed and finalized a questionnaire to solicit qualitative safety information from jurisdictions. Discussions were held about the jurisdictional contacts who would receive the questionnaire. Revisions to the best practices literature review were also made.

Internal discussions continued to plan for a Safety Summit in the fall. With input from TPB leadership, staff revised a conceptual framework for the summit agenda to present to TPB officers.

The Transportation Safety Subcommittee held its next recurring meeting on June 13. The meeting focused on the theme of “quick build” projects and featured presentations on asphalt art by consultant Sam Schwartz and Bloomberg Philanthropies, as well as quick build projects in the District of Columbia by DDOT. Planning sessions were held on June 4 and 20 with the Transportation Safety Subcommittee Chair to identify topics and speakers for future Subcommittee meetings.

FY 2024 Highlights/End-of-Year Recap

- The Transportation Safety Subcommittee met six times in the fiscal year, with meetings focusing on various themes including equity, speeding, and quick-build projects. Staff conducted meeting planning and facilitation.
- Staff led the effort to establish this year’s federally required PBPP regional highway safety targets. The TPB adopted these targets in December 2023.
- Planning and work began to update the 2020 Regional Roadway Safety Study to understand regional crash trends and contributing factors since 2017.
- Staff began planning for a safety event to be held in Fall 2024, including development of a conceptual agenda, coordination with TPB officers, and outreach to potential event venues.
- Staff provided input and information on transportation safety in the development of the Visualize 2050 long range transportation plan.
- Staff provided input and information on transportation safety in the development of the Congestion Management Process report update.
- Advice and guidance were provided to the Regional Roadway Safety Program (Task 9.2), which was successfully accomplished.

3.6. Bicycle and Pedestrian Planning

Staff organized and held a regional Dockless Micromobility Workshop on June 3. Staff reviewed MD TAP project applications and attended the selection panel meetings on June 25 and 27. Staff took part in the Curbside Management forum planning meeting on June 10 and aided in planning the agenda and planning for the event.

FY 2024 Highlights/End-of-Year Recap

- The Bicycle and Pedestrian Subcommittee met six times during the fiscal year. The meetings focused on the update of the National Capital Trail Network and information sharing between member agencies. Topics included State and local bicycle, pedestrian, and trail plans, funding opportunities and successful applications for trail projects, trail data gathering, Vision Zero policies, and bike/ped safety projects. The Subcommittee also received briefings on relevant TPB programs such as the regional Active Transportation Counts Project and Visualize 2050.

- Working with COG GIS staff and TPB member agencies, staff completed the update of the National Capital Trail Network, which was adopted by the Transportation Planning Board at its February 2024 meeting.
- Staff provided input and information on bicycle and pedestrian transportation in the Visualize 2050 long-range transportation plan. Staff presented the updated Network, web site, and interactive map at the April Region Forward Coalition meeting.
- Staff organized and held a Best Practices in Pedestrian Enforcement practitioner training on May 9, and a Micromobility Workshop on June 3.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee met virtually in June. Agenda topics included a briefing on Washington D.C.'s Mobility Innovation District and Montgomery County's Phase One Great Seneca Transit Network. TPB Staff provided briefings on the 2023 State of Public Transportation report and on the ongoing tours of regional transit facilities.

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 given for the Visualize 2050 plan.

Staff continued work on the intercity bus and rail travel study with the on-call planning consultants, reviewing initial deliverables on intercity trips and preparing for a field survey of passengers.

Staff attended the NVTC Transit Innovation Summit. Staff took part in multiple meetings on WMATA funding and the monthly JCC meeting. In addition, staff attended the monthly NVTC MAC meeting and a NVTB BRT working group meeting.

Staff conducted in-person tours of regional transit facilities for the Fairfax Connector and MARC/MTA.

FY 2024 Highlights/End-of-Year Recap

- The Regional Public Transportation Subcommittee (RPTS) met nine times in the year. Staff conducted meeting planning and facilitation.
- On-call consultants delivered an analysis of local transit access to high-capacity transit (HCT) stations, which was briefed to the TPB Technical Committee and the RPTS. On-call consultants were contracted to conduct a study on intercity bus and rail travel. Staff prepared scopes of work, conducted contract administration, reviewed deliverables, and provided briefings on the results.
- A TPB work session on intercity rail and bus travel was held before the October 2023 board meeting. Speakers included representatives from Amtrak, Union Station Redevelopment Corporation (USRC), American Bus Association (ABA), Maryland Department of Transportation- Maryland Transit Administration (MTA), and the Virginia Passenger Rail Authority (VPRA). Staff organized and facilitated the event.
- The RPTS hosted a three-hour Bus Stop Design Forum in April 2024. Facilitators from WMATA and Montgomery County led the conversation with 65 attendees on design standards for basic bus stops, bulb-outs, and 'island' or 'floating' bus stops.
- Staff attended monthly WMATA JCC meetings and other WMATA meetings, including on the Better Bus effort and the Bus Network Redesign, and assisted in organizing briefings and a work session on these efforts for the TPB and the Technical Committee.
- Staff took part in regional planning studies and activities, including Zero Emission Bus working groups at NVTC, the Regional Bus Leaders Committee, MATOC Transit Task Force

meetings, and NVTB Bus Rapid Transit working group meetings. Staff attended webinars and other professional events on transit planning and performance.

- Staff completed the 2022 State of Public Transportation report and a draft of the 2023 report.
- Staff prepared multiple TPB endorsement letters for federal grant applications by member jurisdictions and agencies.
- A major activity for the year was discussions of funding for WMATA and the region's other transit systems. Discussions in 2023 started with aiding the COG Chief Administrative Officers committee in authoring a report on WMATA's cost structure and budget. This focus continued in 2024 with internal discussions that led to a joint WMATA and COG boards meeting on May 1 to kick-off a year-long transit initiative, named DMVMoves. In support of this effort, I conducted considerable background research and managed two on-call planning consultant contracts for this effort which will continue into 2025. Multiple external and internal meetings were supported for this initiative.
- Staff supported the 2023 and 2024 COG Annual Retreats with information on national and regional transit funding.
- Staff provided input and information on public transportation activities in the development of the Visualize 2050 long range transportation plan. Staff reviewed the details of public transportation project inputs for the plan, conducting follow-up discussions with member agencies as needed to satisfactorily complete information.

3.8. Freight Planning

Staff began coordination with the TPB's on-call consultant to plan and execute a Curbside Forum. The project team discussed several potential speakers and panelists, and the consultant began outreach to each panelist to determine their availability to participate in the forum. Staff also started to coordinate with the Communications department to develop a schedule and content to market the event.

Planning sessions were held on June 10 and 28 with the Freight Subcommittee Chair to identify topics and speakers for future Subcommittee meetings and the Curbside Forum.

FY 2024 Highlights/End-of-Year Recap

- The Freight Subcommittee met five times in the fiscal year, which focused on themes such as maritime freight, the land use implications of freight, and freight plans and studies. Staff conducted meeting planning and facilitation.
- TPB staff engaged the on-call consultant team and completed an update of the National Capital Region Freight Plan, which was approved by the TPB in September 2023.
- With the assistance of a consultant team, planning and coordination began on a curbside forum to be held in August 2024. Staff provided input and guidance regarding the event agenda and potential speakers and coordinated the meeting logistics.
- Staff provided input and information on transportation safety in the development of the Visualize 2050 long range transportation plan.
- Staff provided input and information on transportation safety in the development of the Congestion Management Process report update.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

During the June 2024 reporting period, TPB staff prepared for and took part in the following meetings/events:

- The MATOC Operations Subcommittee hosted over 150 participants at the “MATOC Regional Traffic Incident Management Symposium: Responding to Hybrid and Electric Vehicles”, held June 3 in College Park, Maryland.
- The regularly scheduled June 25 virtual meeting of the MATOC Steering Committee was organized and conducted, discussing communications, coordination, and Traffic Incident Management topics.
- A June 27 joint meeting of the MATOC Operations Subcommittee and MATOC Transit Task Force was organized and conducted, hosted in-person/hybrid at the WMATA operations center in Alexandria, discussing regional roadway operations and traffic issues.

FY 2024 Highlights/End-of-Year Recap:

- TPB staff support was provided for twelve (12) virtual meetings of the MATOC Steering Committee during FY 2024, including preparation of agendas, meeting summaries, and tracking of action items, helping the MATOC Steering Committee in its effective oversight of MATOC activities.
- TPB staff input and advice was provided via participation in 18 virtual or in-person/hybrid meetings of MATOC’s subcommittees and working groups (the MATOC Operations Subcommittee, MATOC Severe Weather Coordination Working Group, and MATOC Transit Task Force [the MATOC Information Systems Subcommittee did not meet]) during FY 2024, plus one in-person/hybrid joint meeting of the MATOC Operations Subcommittee and Transit Task Force. Topics discussed included roadway operations, transit, information systems, severe weather, special events, and exercises.
- TPB staff advised the planning of and participated when the MATOC Operations Subcommittee hosted over 150 participants at the “MATOC Regional Traffic Incident Management Symposium: Responding to Hybrid and Electric Vehicles”, held June 3, 2024 in College Park, Maryland.

3.10 Resiliency Planning

In June, staff efforts in climate resilience and transportation initiatives continued both generally and with regards to the Phase II Transportation Resiliency Study, which officially closed out at the end of this month/fiscal year. Resilience Planner held regular check-in meetings with ICF on the project's progress. Staff presented the draft TRIP (Transportation Resilience Improvement Plan) to the board in June (request for final approval), during which the TRIP was unanimously approved. Resilience planner finalized engagement materials for socializing the TRIP and associated products as a resource for all in the region and beyond to use, including updated website content.

Progress on other existing projects continued – staff provided ongoing support for the Prince William County TLC project, reviewed proposed sites for Carbon Reduction Program (CRP) grant to incorporate resilience, discussed with DEP how to incorporate resilience into next round of Charging and Fueling Infrastructure (CFI) grant application, finalized scopes of work and proposals for work to be completed in the upcoming 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, most recently planning the quarter 3 online seminar to take place in July. Lastly, resilience planner served as a panelist on a regional FHWA peer exchange on regional resilience improvement plans. In doing so, several new relationships were set up with resilience planners at other MPOs and TPB’s resilience planner continued to provide assistance to MPOs that are starting on their own RIPS.

FY 2024 Highlights/End-of-Year Recap:

- Regional transportation resilience working group served as technical advisory committee to Transportation Resilience Improvement Plan (TRIP) effort, met five times over the year.
- As part of TRIP development, the TPB found the region's most vulnerable transportation assets and locations through the Regional Transportation **Vulnerability Assessment**. The Vulnerability Assessment results also helped inform the prioritization of resilience investments across the region.
- Since TPB will continue to collect ideas for projects that plan to enhance the resilience of the region's transportation system, the **Project Request Guidance Document** was completed. This resource overviews TPB's approach to regional resilience planning, helps define resilience projects, and describes TPB's annual resilience project submission process.
- **Regional interactive resilience tool** was created; an interactive map of transportation vulnerabilities which includes climate hazard data, transportation assets, and Equity Emphasis Areas. The map shows calculated flooding and extreme heat risk scores for transportation infrastructure.
- Solicited and collected a prioritized project list of transportation resilience projects across the region for inclusion in the TRIP.
- Convened and ran the first-ever regional transportation resilience forum in the National Capital Region in October 2023.
- Selected to present two panel presentations at TRB Transportation Resilience conference in November 2023.
- Staff were invited to serve as a panelist on a national Department of Transportation/FHWA online seminar in May 2024.
- In June of 2024, TPB staff presented the completed **Transportation Resilience Improvement Plan (TRIP)** to the TPB board for final approval. This document includes a full plan, including executive summary, overview of vulnerability assessment, plan components, prioritized project list, and future planned resilience efforts.
- Updated transportation resilience planning website content.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$753,904	\$95,115	91%	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 June, a total of 900 comments were received. The comments were focused on highway capacity-expanding projects. Staff developed a report on the input to the TPB.

The June meeting of the TPB Community Advisory Committee (CAC) was held virtually. The meeting featured discussion of the DMVMoves initiative, the Regional Bus Stop Design forum, the State of Public Transportation report and a re-cap of the Community Leadership Institute.

FY 2024 Highlights/End-of-Year Recap:

- Conducted public involvement as described in the TPB Participation Plan, including commencing work on staff training to integrate public engagement, as appropriate, into planning activities throughout the department.
- Provided regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs. This proved to be a significant effort with the TPB receiving a much higher volume of commentary on the Visualize 2050 Conformity Analysis.
- Conducted outreach to support the update to the Long-Range Transportation Plan, Visualize 2050, including concluding the Visualize public comment initiative in the fall of 2023, a MetroQuest survey in March of 2024, and related comment summaries prepared for the TPB.
- Provided staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff prepared report summaries and talking points for the CAC Chair to the TPB.
- Provided staff support for the TPB Access for All Advisory (AFA) Committee. Staff prepared report summaries and talking points for the AFA Chair to the TPB.
- Conducted the Community Leadership Institute in the spring of 2024 to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Ensured that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.

4.2 Communications

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

- COG/WMATA hold first DMVMoves regional task force meeting June 11, 2024
- TPB approves new plan to help make surface transportation more resilient to natural hazards June 20, 2024
- Survey seeks input to inform DMVMoves Initiative June 27, 2024
- Staff updated pages on the COG website related to transportation including Transportation and Land Use Connections, Regional Roadway Safety Program, Transportation Resilience, and Visualize.
- Staff shared information about TPB activities via social media:
- TRB approved funding for multiple safety improvements (June 5), June TPB meeting announcement (June 20), I-95/I-495 Southside Express Lanes project (June 20), TPB approved Transportation Resilience Improvement Plan (June 20), VRE 18 and Under Ride Free (June 25), DDOT receives USDOT RAISE grant funding (June 27)
- Staff completed the following in support of Task 1 Long-Range Transportation Planning:
- Coordinated with Visualize 2050 website and design consultant to develop a draft outline and wireframe for the Visualize 2050 website updates
- Identified photos for use in the Visualize plan, process documents, and website and continued creating a photo log for staff use
- Wrote and edited content for Visualize process documents, Visualize website, and ongoing staff communications related to the Visualize planning process
- Updated website content and TPB News announcements to reflect TPB's June action on the Visualize 2050 plan project list and air quality scope of work approvals

FY 2024 Highlights/End-of-Year Recap:

TPB staff completed the following TPB member and public-facing communications:

- Updated the TPB Welcome Guide: An Introduction for New National Capital Region Transportation Planning Board Members.
- Updated the former TPB Citizen's Guide and rebranded the guide as the People's Guide to Transportation Decision-Making in the National Capital Region. Printed the guide, presented the guide update at the April COG Board meeting, and distributed copies to TPB board members and TPB committee members
- Wrote and posted 8 TPB articles and 9 TPB meeting recaps on various region-focused topics including: resilience planning, intercity travel, freight planning, climate change, carbon reduction, TPB Local Technical Assistance Program database, Transit within Reach project approvals, state carbon reduction strategies, TPB State of Public Transportation Report, Community Leadership Institute, Transportation Alternatives projects, Visualize 2050, Cycling in the Spotlight, Transportation Land Use Connections project approvals, Regional Roadway Safety Program project approvals, Carbon Reduction Program projects, and the Enhanced Mobility program.
- Updated website and social media content to promote the TPB's technical assistance and funding program application periods for the Transportation Land-Use Connections Program, Transit Within Reach Program, Regional Roadway Safety Program, state DOT Transportation Alternatives Set-Aside Programs, and COG's Enhanced Mobility Program as well as promoting the TPB Community Leadership Institute application period
- Distributed 5 TPB News, three Visualize 2050 mailings, 6 TPB special mailings and announcements, and posted or shared TPB, Commuter Connections, and COG social media announcements via TPB Twitter (142 tweets, retweets, or quote tweets) and Facebook (40 posts or shares).
- Supported the Visualize 2050 transportation plan update by preparing RFPs for a website and document design consultant and a logo design consultant. Conducted interim update of Visualize 2045 and Visualize 2050 websites in preparation for March 2024 public comment period. Finalized updated Visualize 2050 logo design, layout design for plan and process documents. Prepared communications engagement schedule for March comment period, drafted content for Visualize website, news announcements, and social media, including updating the Visualize Ambassador Kit. Began process of identifying photos for plan documents and website and creating a photo log for staff use.
- Tracked implementation of recommendations from the 2022 TPB Public Participation Plan Evaluation.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$2,966,357	\$236,280	76%	55

5. TRAVEL FORECASTING

5.1 Network Development

In June, staff continued to develop the transportation networks for the 2025 Long-Range Transportation Plan (LRTP), known as Visualize 2050. Staff continued to coordinate with the implementing agencies to get detailed coding assumptions for some of the projects.

Staff completed the update of bus and rail fare inputs for the travel model, reflecting the Washinton Metropolitan Area Transit Authority's (WMATA's) fare Tariff #44 which was effective January 16, 2024. WMATA updated rail and bus fares on July 1, so staff will update the fare inputs to reflect those changes for the air quality conformity analysis of Visualize 2050.

Staff collected current highway toll information to include that in the network database for the air quality conformity analysis.

Staff ran travel forecasting with the draft Cube Public Transport (PT) network files for the base transit network for quality assurance and quality control (QA/QC). The base transit network was developed using year-2023 transit service and is the basis for all other future-year transit networks used in a planning project, such as the air quality conformity (AQC) analysis of the LRTP. COG's production-use travel demand forecasting model, the Gen2/Ver. 2.4.6 Travel Model, uses transit networks in Cube TRNBUILD format, but COG's developmental travel demand forecasting model, the activity-based Gen3 Travel Model, uses transit networks in Cube PT format. When analyzing the model results, modeling staff noticed several network coding issues in the network input files. Network staff fixed those issues in the network geodatabase.

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

Staff developed several Python utilities that could help with network database editing and network QA/QC checks. These utilities are currently under internal review.

Staff are exploring the possibility of changing the number of lanes coded on centroid connectors (from 7 to 9) to avoid confusion with roadway facilities with 7 physical lanes (e.g., portions of I-270). Staff conducted travel demand model runs with the necessary changes in the model and are reviewing the model results.

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.

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.

FY 2024 Highlights/End-of-Year Recap:

- Originally begun to address the persistent traffic volume overestimation on Screenlines 2 and 4 in the Gen3 Model, staff completed a network database update of roads in the District of Columbia to reflect the capacity reduction associated with time-of-day street parking.

- Staff developed two base transit networks: One with service current to December 2022 and one with service current to December 2023. The network with service current to December 2023 will be used for the air quality conformity analysis of Visualize 2050. This work included an update of transit fare data.
- Staff developed a user's guide that provides step-by-step instructions on how to develop a base transit network through the mining of transit route data from General Transit Feed Specification (GTFS) data, including using it to update existing transit route files.
- Staff held multiple training and Q&A sessions for the region's implementing agencies, outlining how to input Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) projects into the Project InfoTrak (PIT) database for the air quality conformity analysis of Visualize 2050.
- Staff reviewed projects input in the PIT for Visualize 2050 and exported the projects to create a conformity project inputs table which, after being approved by the TPB, was used to update the regional network database using an automated function.
- Staff updated the conformity project input table to reflect the latest projects under the purview of the Baltimore Metropolitan Council (BMC) and the Fredericksburg Area Metropolitan Planning Organization (FAMPO). Projects in counties in the BMC and FAMPO regions are coded in the regional highway and transit networks and are included in the travel demand model to more accurately forecast travel within the TPB region.
- Staff shared a memo with the State Technical Working Group (STWG) and the TPB Technical committee providing transit network coding details from projects in the 2022 update to Visualize 2045 and asked for updates to these details for inputs to the conformity analysis of Visualize 2050.
- Staff developed and documented a tool to compare conformity projects output from the PIT database with those from the earlier air quality conformity analysis. The tool can identify what projects have changed, and what types of changes have been made to each project.
- Staff provided continual review and update of the network database, including in response to comments by state departments of transportation (DOTs) and consultants using various networks for sub-regional or corridor studies.
- Staff improved some of the network development support programs by converting them from Visual Basic to Python in order to make them accessible to a wider audience of users. This included, amongst others, a QA/QC module and the "TIPUP" process. The "TIPUP" process automatically updates a large percentage of information from the air quality conformity project input table into the network database.

5.2 Model Development and Support

The Travel Forecasting Subcommittee (TFS) generally meets in odd-numbered months. Consequently, there was no June meeting. Nonetheless, staff prepared the meeting highlights for the May 17 TFS meeting.

Generation 2/Ver. 2.4 Travel Model

Previously, staff had developed the Gen2/Ver. 2.4.6 Travel Model, which is to be used for the upcoming 2025 LRTP Update. In June, staff continued to distribute the transmittal package for the 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 request.

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. The Gen3 Model is being developed with consultant assistance from RSG and Baseline Mobility Group (BMG). Specifically:

- Staff continued to make updates to the Gen3 Model, including adding new features, making feature enhancements and fixing software bugs. In June,
 - Staff noticed suspicious negative values in the synthetic population files. After an investigation, staff found that although those negative values were legitimate, some of them were mishandled in the model. RSG confirmed this issue and admitted that it was caused by RSG's choice of storing some household variables as unsigned integers. RSG fixed this discrepancy and conducted a partial model run to assess the impact on model results. RSG staff shared the preliminary findings with COG staff on June 21. RSG noticed another, seemingly unrelated issue in the model. RSG staff will institute a fix and re-do the test run.
 - Staff found a minor issue in the Python-based land use processing script and fixed it. There was no effect on the outputs.
 - Staff streamlined land use processing, synthetic population generation and school enrollment projection in one batch file. This process is under internal review.
- Conducting Gen3 Model usability testing. In preparation for the usability testing, staff started to assemble model inputs for all the Visualize 2050 analysis years. Specifically,
 - Staff will update the network, Metrorail/bus fares, and toll factor files for the Gen3 Model based on the latest information being collected as part of the Visualize 2050 inputs. In June, staff continued to develop the networks for the 2025 LRTP which will also be used for the usability testing. Staff were also in the process of collecting the most recent information on tolls and transit fares.
- Implementing Sharrow in the Gen3 Model. This task is currently on hold.

Software support

Working with COG's Office of Information Technology (IT), TPB staff continued to keep 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 June 2024, staff serviced one data request, from the M-NCPPC, Montgomery County Planning Department, for the most recently updated Network Geodatabase and COGTools to update Montgomery County's regional travel model network database.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays. Staff also attended the ActivitySim Partners-Only Check-In meetings on June 11 and 20. In June, the ActivitySim Consortium developed the scope of work for the ActivitySim Phase 9b development. On behalf of COG, staff evaluated scoping options and made recommendations.

In May, RSG, Lawrence Berkeley National Laboratory (LBNL), COG, Prince George's County and the District of Columbia had submitted a proposal to the U.S. Department of Energy (USDOE) for a possible study of electric vehicle (EV) charging and infrastructure using ActivitySim and MATSim. In June, the proposal was rejected.

Staff attended the monthly DTP Big Data User Group meeting on June 20.

Staff installed and tested the new Cube software, OpenPaths Cube, that Bentley recently rolled out. Staff conducted Gen2/Ver. 2.4.6 Model and Gen3 Model test runs with the software and reached out to Bentley regarding technical issues encountered during testing.

Staff continued to conduct daily modeling work on AWS cloud servers and work with IT to resolve issues encountered on the AWS servers. In June, staff cleaned up the modeling data on a primary drive and requested IT to move older data to an archive drive to reduce the data storage cost on the cloud.

FY 2024 Highlights/End-of-Year Recap:

- Staff supported the TPB's current, production-use, Generation 2/Version 2.4.6 Model in the following ways:
 - Following the release of the Gen2/Ver. 2.4.6 Travel Model, staff created a model transmittal package and distributed the model and off-the-shelf modeling data per data request throughout FY 24.
 - In July 2023, COG's Department of Community Planning and Services (DCPS) developed TAZ-level Round 10 Cooperative Land Use Forecasts. Subsequently, staff processed the Round 10 Cooperative Forecasts Land Use (LU) data and generated land use input files for the Gen2/Ver. 2.4.6 Travel Model. Staff re-processed the data twice after DCPS staff revised the data to address data anomalies found at different points in time. Staff also updated the data to fix a minor rounding issue. The final work was documented in a memorandum dated March 22. Staff distributed the land use files per data request throughout FY 24 and followed up with data recipients when the data was updated.
 - Based on the Round 10.0 Cooperative Forecasts Land Use data, staff generated exogenous travel demand inputs for the Ver. 2.4.6 Travel Model, including external and through trips, taxi trips, visitor/tourist trips, school trips and airport passenger trips. Staff also used limited empirical data to adjust the exogenous trip tables in consideration of the Covid-19 pandemic effects on special travel markets. Staff documented this work in a technical memorandum dated April 5. In addition, staff conducted sensitivity tests that examined the impact of the Round 10.0 land use data and adjusted exogenous travel demand inputs data on travel forecasting results and documented the findings in a memo dated May 7. Staff distributed the exogenous travel demand input data per request throughout FY 24.
 - In preparation for the upcoming 2025 LRTP update, staff continued to implement changes to model files/input files to accommodate the new horizon year of 2050 in

the Ver. 2.4.6 Travel Model. Specifically, in FY 24, staff generated the airport ground-access, auto-driver trip tables at the TAZ level between 2020 and 2050, inclusive, based on the Round 10.0 land use forecasts and the 2019 Airport Passenger Survey (APS) data.

- In support of model validation and mobile emissions modeling activities, staff compiled observed daily vehicle miles of travel (VMT) data for the year 2022, based on Highway Performance Monitoring System (HPMS) reports from state DOTs and developed the jurisdictional weekday VMT summaries by Federal Functional Class. Staff documented this work in a memorandum dated February 9, 2024.
- In FY 24, staff continued to make enhancements to the Gen2 Model and related utilities. For example, staff instituted a bug fix in the Gen2 Model to properly stop a model run when meeting a random model crash. Staff also created a streamlined program for highway validation, which replaces a process that involved executing a series of Cube Voyager scripts separately.
- Staff continued the development, with consultant, of the TPB's next-generation travel model, to be known as Generation 3 (Gen3) Model. The model was implemented in two phases. Phase 2 started in March 2022 and completed in March 2024 after RSG delivered Gen3 Model Version 1.0.0. In March 2024, COG started the Phase 3 development of the Gen3 Model, which features model usability testing and continuous improvement of the model in preparation for its production use. In the Phase 3 development, COG staff is taking the lead role in the model development, while RSG and BMG provide on-call support. In FY 24, staff contributed to the Gen3 Model development project in the following ways:
 - Attended the regular check-in meetings and many ad-hoc meetings with the consultants.
 - Reviewed and helped finalize many project documents, including meeting agendas, meeting minutes, task order proposals, presentation slides, technical memoranda, reports, and other deliverables.
 - In coordination within the team and with other teams/departments, provided feedback on various consultant requests both in writing and through meetings.
 - Provided technical support for various Phase 2 and Phase 3 model development activities. Notable examples included:
 - Conducted sensitivity testing related to regional equity issues and Autonomous Vehicles (AV): Specifically, 1) Staff explored the use of the Gen3 Model in an equity analysis of different equity emphasis groups. Staff developed tools needed for the analysis and examined the preliminary results. 2) Staff conducted a scenario test with a hypothetical AV market penetration. The testing results were documented in a memorandum and as part of the Phase 2 Sensitivity Testing Report. During Phase 3 development, staff extended the RSG implementation of the AV specification by considering AV deadheading trips, which largely improved the realism of the AV representation in the model. Staff conducted additional AV scenario tests and updated the documentation.
 - Conducted model calibration: To develop in-house expertise on model calibration, staff conducted the calibration of select component models with the assistance of RSG. Specifically, staff conducted the calibration of the AV Ownership model and replicated the calibration processes for the telecommute frequency model and auto ownership model. Staff also reviewed and tested calibration target generation scripts and trip mode choice model calibration scripts.
 - Reviewed Phase 2 documentation: Staff reviewed various model documentation at the end of Phase 2 development and uploaded them to the COG website.

- Integrated toll setting in the Gen3 Model flow: After extensive testing, staff implemented a methodology to integrate the toll setting process in a “one-run” process. This work is documented in a memo dated March 15.
 - Prepared for the Gen3 Model usability testing in Phase 3 development: Staff developed the scope of work for the model usability testing. Staff also generated most of the model inputs needed for the testing, including synthetic population data, school enrollment data, land use data, CPI data and commuter rail fare inputs. Staff are in the process of developing network, toll and other transit fare inputs for the testing.
 - Implemented a series of enhancements and bugfixes related to Gen3 Model, such as a Python-based View-From-Space (VFS) summary script for the Gen3 Model, a streamlined program to compute VFS travel statistics for a subset of the synthetic population using user specified selection criteria, and a fix to a random error that occurred in ActivitySim on cloud servers only.
- Throughout FY 24, staff assembled and provided modeling data in response to a variety of data requests from regional stakeholders.
- In FY 24, staff continued to conduct daily modeling work on the cloud servers. Staff conducted extensive testing on AWS platforms both before and after the migration. Staff closely worked with COG’s IT staff and consultants to investigate/resolve technical issues encountered on the cloud servers. Staff developed a plan to periodically clean up the modeling data on the primary drives and move older data to archive drives to reduce data storage costs. In June 2024, staff performed the first such cleanup.
- During FY 24, staff explored the use of Artificial intelligence (AI), including generative AI, in various work activities. Staff started to use Teams “Intelligent Recap” and Webex Assistant for Meetings to help develop meeting highlights. Staff also used ChatGPT to facilitate various work activities, such as literature review, text generation/editing, and programming.
- During FY 24, staff explored the use of Big Data in support of travel modeling activities, after COG obtained complimentary access to Teralytics and purchased StreetLight Data and Replica. Staff attended the DTP Big Data User Group meetings regularly. Staff tested and evaluated Teralytics, StreetLight Data and Replica and provided comments/feedback to the vendors. Staff also provided comments on studies that other teams conducted using Big Data.
- In FY 24, staff continued to promote a regionally coordinated transit on-board survey. Staff attended coordination meetings with WMATA and successfully included additional survey questions, for model development purposes, in WMATA’s upcoming Metrobus Passenger Survey.
- In FY 24, staff participated in various activities with the ActivitySim Consortium on behalf of COG. Staff attended the regular ActivitySim Consortium meetings and ad-hoc meetings. Staff made recommendations and voted on the scoping of Phase 9 development. Staff helped with developing Phase 9 task orders. Staff also communicated to the consortium the performance issues of ActivitySim associated with the Sharrow implementation, which led to Phase 9a task orders aiming to address those issues. Staff had a meeting with Denver Regional Council of Governments (DRCOG) staff and responded to an inquiry from Roads and Transport Authority (RTA), Dubai, United Arab Emirates, on our experience with ActivitySim and the ActivitySim Consortium.
- Following the migration of files and modeling processes from on-premises computers to cloud computers – Amazon Web Services (AWS) – FY 2023, in FY 2024, TPB staff worked with IT staff to ensure that the travel demand modeling and emissions modeling processes executed in the AWS cloud continued to function well.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$2,841,012	\$275,185	75%	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 (Visualize 2050), including the air quality conformity analysis, system performance, and environmental justice analysis.

At the June TPB meeting, there was discussion about the merits of a project proposed by VDOT: The I-95/I-495 Southside Express Lanes (SSEL) project. Ultimately, the TPB approved a resolution stating that the air quality conformity analysis of Visualize 2050 would include two options: one without the project and one with the project. Later, it will be decided whether the SSEL project will be included in Visualize 2050.

Staff continued with network coding and travel model file preparation for the air quality conformity analysis of the plan.

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

FY 2024 Highlights/End-of-Year Recap:

- Staff worked with COG's Plan Development and Coordination (PDC) staff to plan the activities related to the 2025 amendment to the region's Long-Range Transportation Plan (LRTP), Visualize 2050. Staff developed the air quality conformity scope of work and projects input table and shared them with relevant committees. In addition, staff worked with state DOT representatives and helped them input LRTP projects into the Project InfoTrak (PIT) database for the upcoming air quality conformity analysis of Visualize 2050.
- The TPB approved the project list and the air quality conformity scope of work (May and June meetings). The technical analysis and approval of the plan are scheduled to take place in FY 2025 and FY 2026.
- Throughout the fiscal year, staff worked closely with our neighboring regions (e.g., Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)), federal partners, and the Association of Metropolitan Planning Organization (AMPO), among others, and coordinated activities related to various air quality and Performance-Based Planning and Programming (PBPP) tasks.

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 TPB Technical Committee was briefed about the EPA action (Other Business). Pending the comments received, EPA is expected to approve the revised MVEBs at some point following the conclusion of the 30-day comment period on July 3, 2024.

DEP staff presented a preliminary schedule for the 2015 National Ambient Air Quality Standard ozone maintenance plan to MWAQC-TAC. The schedule and classification of the region will depend on the District of Columbia exceptional event request approval by the EPA.

TPB staff continue to decode Vehicle Registration data, also referred to as Vehicle Identification Number (VIN) data. 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 point 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, which are the subject of this study (along with some other additional strategies). ICF briefed the TPB Technical Committee on the status of the study and presented a draft report on implementation considerations for on-road transportation GHG reduction strategies in May and met with TPB staff in June to discuss further modifications to the materials for subsequent briefings later in the year.

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 reviewed eight project applications related to the program that were submitted by the state of Maryland and participated in a TPB/MDOT staff meeting to select recommended projects for CRP funding. TPB staff also developed a staff presentation on CRP for the July TPB Technical Committee meeting and coordinated with presenters from state DOTs regarding their meeting materials for the meeting.

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.

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 reviewed sample jurisdiction profiles and began to review a draft strategy document.

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 acquired several inputs for the MOVES4 model for milestone years (2023, 2025, 2026, 2030, 2040, 2045, and 2050) for the Visualize 2050 conformity analysis and GHG analysis. Staff continued to coordinate with state air agency staff the review of model inputs.

Staff continued to attend meetings, workshops, and webinars related to air quality and climate change planning, namely the Northern Virginia Transportation Commission Transit Summit (June 14), MDOT Electric Vehicle Webinar (June 19), and a Maryland MPO Roundtable (June 28).

FY 2024 Highlights/End-of-Year Recap:

- Staff from COG's Department of Environmental Programs (DEP) and COG's Department of Transportation Planning (TPB staff) worked 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 recent versions of the MOVES model. TPB staff updated NOx and VOC inventories using MOVES3 and the latest planning assumptions and worked with DEP staff to update the documentation for the 2008 Ozone Maintenance SIP with new MVEBs in FY 2023. Metropolitan Washington Air Quality Committee (MWAQC) approved the update to the 2008 Ozone Maintenance SIP with new MVEBs, and the EPA published a Federal Register notice recommending approval of the updated 2008 Ozone Maintenance Plan with new MVEBs on June 3, 2024. EPA is expected to approve the revised MVEBs at some point following the conclusion of the 30-day comment period on July 3, 2024.
- Following findings and recommendations of recent climate planning activities undertaken in prior fiscal years (i.e., alternative fuels and vehicle electrification having the most significant potential to reduce GHG emissions), COG Board of Directors established the Regional Electric Vehicle Deployment Working Group (REVD) to serve as a forum for members to collaborate and coordinate actions related to deploying electric vehicles and electric vehicle infrastructure. During FY 2024, TPB and DEP staff worked on the Regional Electric Infrastructure Implementation Strategy (REIIS) study, which is funded in part through the UPWP Technical Assistance Program, and regularly briefed the appropriate committees on the study progress. The study is expected to conclude in FY 2025.
- Staff worked closely 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, which are the subject of this study (along with some other additional strategies). ICF, with TPB staff's assistance, completed a draft study report and briefed the relevant committees on the study progress. The project is expected to be completed in FY 2025.
- Staff continued to participate in climate change mitigation activities that could help the region reduce GHG emissions and reach the region's GHG reduction targets for the on-road transportation sector. Guidance documents for two new federal programs, the Carbon Reduction Program (CRP), established by the Bipartisan Infrastructure Law (BIL), and the Carbon Pollution Reduction Grants (CPRG) Program, established by the Inflation Reduction Act, were released during FY 2023. Staff became familiar with different elements of these implementation programs and with how they relate to the TPB activities.

- Specifically, the CRP provides funds for projects designed to reduce on-road transportation emissions and requires coordination between MPOs and state DOTs. TPB staff coordinated activities related to this program with state DOTs and provided briefings to relevant committees. Namely, each state developed a Carbon Reduction Strategy, which is a program requirement, and briefed the relevant committees.
- The Climate Pollution Reduction Grants (CPRG) program provides grants to states and local governments to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. The CPRG established a partnership between COG and the District of Columbia Department of Energy and Environment (DOEE). Per program requirement, the regional Priority Climate Action Plan (PCAP) was developed by March 1, 2024, with DEP staff and consulting team leading the project, and TPB staff providing feedback when necessary.
- 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 the 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 point contact with state air agencies) in February and began to conduct tests of the new software in coordination with the vendor. The VIN decoding process will be completed in FY 2025.
- Staff continued to monitor updates related to mobile emissions modeling. Following the release of EPA's MOVES4 model, staff obtained the model, conducted tests, documented the findings, and briefed relevant TPB and MWAQC committees on potential implications of the new tool on regional emissions estimates of criteria pollutants and GHGs.
- Staff continued to monitor legislative developments related to both GHGs and criteria pollutants, and work with the TPB and other relevant committees to submit comments. For example, staff drafted a joint comment letter from TPB, CEEPC, and MWAQC in support of the Proposed Rule to Establish Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035. These types of rulemakings are expected to move the region toward meeting both air quality and GHG emissions reduction targets. Following the TPB and committee briefings, the letters were subsequently submitted to the EPA docket.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$3,294,963	\$224,931	49%	63

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 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 worked with the on-call contractor (ICF) to revise the draft survey instrument for the DMV Moves Survey, which will be launched in early July for a 6-week fielding period.

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

Staff delivered a presentation on developing and implementing regional surveys at a national conference of the Association of Metropolitan Planning Organizations.

Traffic Trends

Staff conducted the research of the big data AADT evaluation and presented the findings to the Big Data User Group meeting.

Staff provided the 2022 AADT by counting station to be included in the RTDC.

Staff made corrections to the External Count feature class developed earlier this spring and provided it for inclusion in the RTDC.

Staff provided 2019-2022 Weekday VMT for the TPB Planning Region to COG/TPB staff updating the Visualize 2050 document.

Staff responded to a data request from a consultant, preparing and providing hourly traffic data and locational information from continuous counting sensors in northern Virginia, and provided VDOT contact information to the requestor.

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

None

Meetings & Conferences

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

FY2024 Highlights / End-of-Year Recap:

Regional Travel Survey. Based on the household travel survey state of the practice recommendations developed by TPB staff in FY 2023, TPB staff conducted research to develop the scope of work for the next Regional Travel Survey. As part of this research, TPB staff reached out to MPO stakeholders to discuss recent travel survey efforts and reviewed RFPs from recent household travel surveys conducted by MPOs. TPB started drafting a scope of work and RFP for the 2025 Regional Travel Survey, which will be conducted in FY 2025.

DMV Moves Survey. In the last quarter of FY 2024, COG/TPB staff worked with WMATA staff and the contractor to develop the DMV Moves Survey. The purpose of this survey is to support COG and WMATA's joint initiative to develop a unified vision for transit service in the region, and to solicit input from the region's residents to understand their needs and desires for future public transportation in the region. The web-based survey utilized a convenience sampling approach designed to obtain input from as many participants as possible and utilized a robust outreach campaign. The survey was launched in late June and will continue into early FY 2025.

Intercity Travel Survey. TPB staff worked with the contractor to develop the Intercity Travel Survey. The purpose of this survey is to gain insight into the travel patterns of those who travel to and from the National Capital Region from external areas. This survey is an in-person intercept survey conducted both on board intercity travel modes (bus routes and commuter rail) as well as on the ground in transit stations through the TPB Planning Region. TPB staff provided input in the survey design, sampling approach, and the data items/questionnaire. The survey will be conducted in FY 2025.

Transit On-Board Survey. As part of an effort to incorporate more robust regional transit data into the next generation, activity-based regional travel model (Gen 3 Model), TPB staff drafted a memo that outlines the need to coordinate with regional transit agencies to ensure that transit on-board surveys include information such as origin and destination information so that data from transit on-board surveys could be used for regional travel demand modeling and forecasting. TPB staff developed a list of regional transit agencies and contact persons and started reaching out to WMATA and other transit agencies to begin the regional coordination process, which will continue into FY 2025.

Staff collected, compiled, summarized, and prepared regional travel trends and travel monitoring data as data became available, including:

- Compiling and processing the 2021 and 2022 pavement and 2022 and 2023 bridge data and updating earlier years' bridge and pavement data available for Performance Based Planning & Programming (PBPP) purposes and for inclusion in the RTDC. In addition, staff used the bridge and pavement data to produce and refine tables and charts for Performance Based Planning & Programming (PBPP) purposes.
- Performing a 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.
- Analyzing, updating and improving the regional HPMS geodatabase feature classes (including all jurisdictions in the TPB Modeled Region) for the years 2021 through 2022 to include consistent items, naming conventions, and features. In addition, researched data anomalies in the District of Columbia HPMS files hosted by FHWA and developed a work-around to eliminate the issues. These feature classes were prepared for use in the RTDC and for PBPP purposes.

- Developing and cleaning of 2020 and Pre 2020 Arlington Bike/Ped hourly data with modes and directions separated for inclusion in the RTDC. Implementing a process to format all new short-term active transportation data collected for VDOT to a similar format for inclusion in the RTDC.
- Performing several rounds of checks and processing on the Round 10 COG TAZ file which converts the COG TAZs to TPB TAZs and also compares the data with previous versions. Confirming with CPS staff the values in the revised Round 10 file are the corrected values and providing a CSV file of the revised Round 10 forecasts by TPB TAZ to the TFEA team.
- Updating the AADT by counting station table with the 2022 volumes from the District, Virginia, Maryland, and West Virginia and providing it for inclusion in the RTDC.
- Updating the external stations table with AADT and AADWT through 2022. Creating an updated external station feature class with new source station information for some stations as an input to external data processing for Visualize 2050.
- Assigning new or updated count stations to 2021 network links, including assignment of traffic counts to network links where counting locations no longer exist, and beginning the process of adding network link volumes and related information for the years 2019 to 2021.
- Completing the FY21 transit ridership data development for inclusion in the RTDC.
- Updating the Vehicle Miles Traveled (VMT) files to include 2022 data, this included verifying questionable data with state partners. Responding to several requests for additional VMT data and guidance on how it should be used from state and local stakeholders, TPB staff, and consultants.

Staff participated in meetings with fellow TPB staff to discuss the use of big data for travel monitoring. Staff evaluated big data AADT and presented the findings to the Big Data User Group meeting.

Staff continued to work together to update and refine the standard datasets available in the RTDC. 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.

Staff continued to respond to transportation data inquiries and questions from COG/TPB staff, federal, state and local partners, universities, and consultants.

Staff participated in the 2024 TRB annual conference and facilitated a TPB-wide debriefing on the conference.

Staff participated in Regional Trail Count Program quarterly meetings, additional meetings with NPS staff and consultants, and in meetings with fellow TPB staff to discuss regional trail counting program development.

Staff attended several FHWA, AASHTO, state, local, and vendor sponsored meetings, conferences, and webinars as well as COG/TPB committee, subcommittee, and user's group meetings and workshops.

7.2 Data Management and Visualization Services

Staff gave a brief update on the changes made to the TPB Resources and Applications Page (TRAP) online resource to TPB Technical Committee at the June 7 meeting.

Staff concluded the work on bridge and pavement highway asset performance measures for performance-based planning and programming (PBPP). Staff prepared documentation outlining the

process by which the PBPP dashboard is updated and how the primary tabular data is processed. Staff provided these materials to the Planning Research and Assistance subteam for their review.

Staff continued to meet with fellow staff to discuss the geospatial data needs and requirements to support Visualize 2050. Staff met with Plan Development and Coordination staff to discuss requirements to update the web mapping application for the environmental consultation and mitigation for Visualize 2050.

Staff met with fellow staff on June 17 to discuss the numbers submitted by the Baltimore Metropolitan Council (BMC) regarding the population for MPO planning area overlaps due to the 2020 census. Staff performed geospatial analysis to confirm the numbers submitted by BMC.

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 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.

Staff met with TPB/COG's Esri account representative to discuss recent changes to Esri's ArcGIS Online/Enterprise product line and its impacts to TPB/COG's GIS users.

Staff attended two meetings with Washington Metropolitan Area Transit Authority (WMATA) (June 10 with ridership analysis staff, June 13 with GIS staff) to discuss mutual data needs and other organizational issues.

GIS Committee/GDX Working Group

Staff began to prepare the content and agenda for the July 23 meeting of the GIS Committee/GDX Working Group meeting .

Data Requests

Staff responded to a request from the Northern Virginia Transportation Authority (NVTa) regarding the Cooperative Forecast datasets available in the Regional Transportation Data Clearinghouse (RTDC).

Staff responded to a request from Montgomery County Department of Permitting Services regarding TPB's Equity Emphasis Areas (EEA).

Staff responded to a request from WMATA for information regarding the travel activity for youth (under 18) in the region.

Meetings & Conferences

Staff attended the AMPO 2nd quarter webinar for the GIS and Data Visualization interest group on June 14.

Staff attended and participated in the AMPO 2nd quarter webinar for the Data interest group on June 20.

Staff attended an Esri Lunch & Learn on assessing network adequacy on June 27.

Staff attended the Vehicle Probe Dat Users Group (VPDUG) meeting on June 21.

Staff attended and participated in the Big Data User Group meeting on June 20.

Staff attended the Regional Public Transportation Subcommittee meeting on June 25.

Staff participated in the recurring meeting related to Visualize 2050 planning activities (June 18).

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.

FY2024 Highlights / End-of-Year Recap:

Staff redesigned the interactive data dashboard application to show the required Performance Based Planning and Programming (PBPP) data-- bridge condition of structures on the National Highway System (NHS) from the National Bridge Inventory (NBI) and pavement condition for NHS facilities in the TPB Planning area. Staff created several items of online content to develop the product in addition to the offerings previously added to the RTDC.

Staff supported the Systems Performance team with geospatial and database support for updating the National Capital Trail Network (NCTN) data. Staff completed all geospatial data development and created the 2023 update of the network and performed geospatial analysis to derive metrics documenting the network's progress made since 2020. Staff developed draft networks and web maps and applications to show progress to the Bicycle and Pedestrian Subcommittee throughout the year. Staff created a Hub page 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 2024 TPB meeting where the NCTN item received Board approval.

Staff developed the online resource "TPB Resources and Applications Page (TRAP)." This page catalogs many of the mapping applications, data visualizations and other datasets produced by TPB, for TPB or that utilize TPB data and/or support our programs in some way. The page is organized into data categories and includes links to geospatial datasets as well as tabular data, webpages and other products that utilize TPB's data. Staff presented this product to the TPB Technical Committee at its May meeting and will be shown to the TPB in the near future.

Staff worked with the Planning Data and Research Program director, other TPB staff and staff from the Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) in support of adjusting urban area and MPO boundaries based on data from the 2020 Census. Staff created interactive map products to show the new 2020 Census Urban Areas (UA) in conjunction with TPB's current planning area boundaries and other relevant data. Staff met with jurisdictional staff several times throughout the year in support of this effort. Staff worked with fellow staff verify the data submitted by the Baltimore Metropolitan Council (BMC) regarding the population for MPO planning area overlaps due to the 2020 census. Staff performed geospatial analysis to confirm the numbers submitted by BMC.

Staff continued to provide GIS technical support to the Plan Development and Coordination team in support of Visualize 2050. Staff obtained online geospatial content of the existing transportation network from jurisdictional sources and cataloged the data in TPB/COG's ArcGIS Portal/Online environment. Staff developed a project file for Plan Development and Coordination staff to use and collaborated with them to develop online interactive content to use in the long-range plan. Staff also began similar work in supporting the environmental consultation and mitigation requirement of Visualize 2050 and will continue to provide ongoing staff support for Visualize 2050.

Staff continued to provide subject matter expertise for consultant-developed UPWP work products that have a geospatial or visualization component. Staff worked with consultant staff for the Phase II Transportation Resiliency Study, providing guidance and data development for the geospatial deliverables for the study. Staff also provided ongoing support and guidance to the Regional Electric Vehicle Infrastructure Implementation (REVII) strategy project. Staff also collaborated with consultant staff for the High-Capacity Transit Accessibility Analysis to migrate the consultant-produced Hub page, including all geospatial content and pages created for this project, to TPB's ArcGIS Online organization.

Staff worked with Plan Development and Coordination and Systems Performance staff to create an updated geospatial dataset representing Local Technical Assistance projects (Transportation-Land Use Connections, Transit Within Reach, and Regional Roadway Safety Program) and Transportation Alternatives Program (TAP) projects. Staff updated tabular data, created features, and developed a new web mapping application. Staff also updated related content on the COG website.

Staff continued to work on obtaining, processing, and updating to update the standard datasets available in the RTDC. Staff continued to work together to update and refine the standard datasets available in the Regional Transportation Data Clearinghouse (RTDC). Data updates include annual enplanement data, average transit weekday ridership, annual traffic counts, and cooperative forecasting data among others.

Staff continued to respond to inquiries and questions regarding data available in the RTDC form COG/TPB staff, state and local partners, and consultants. Staff also responded to data requests not related to RTDC content and consulted with fellow TPB staff as required.

Staff continued to support Commuter Connections staff with updating the underlying data that was used to create the 2023 Bike to Work Day web map used on COG's Bike to Work Day (BTWD) website (<https://www.biketoworkdaymetrodc.org>).

Staff attended the Association of Metropolitan Planning Organizations (AMPO) annual meeting in Cleveland, OH September 26-29. Staff also attended the Towson University GIS Conference (TUgis), and regularly attended meetings of the Maryland State Geographic Information Committee (MSGIC) throughout the year. Staff also attended several FHWA, AASHTO, AMPO, Census Bureau, and vendor sponsored meetings and webinars as well as COG/TPB committee, subcommittee, and user's group meetings and workshops.

Staff attended meetings of the Cooperative Forecasting and Data Subcommittee, the Chief Information Officers Committee (CIO) and the CAD2GIS Working Group, Regional Public Transportation Subcommittee (RPTS) and Vehicle Probe Data Users Group (VPDUG), Bicycle and Pedestrian Subcommittee, Travel Forecasting Subcommittee, and other COG/TPB committees throughout the year as required.

Staff regularly participated in meetings and email exchanges with the Travel Forecasting and Emissions Analysis Program team and their contractor, RSG, to clarify traffic data needs for Gen3 Model development.

Staff continued to provide staff support to the GIS Committee and NCRGDX Working Group and hosted six joint meetings in FY2024.

Staff continued to encourage more active participation in GIS Committee/NCR GDX Working Group meetings through soliciting presentations on a broader range of topics. Presentations to the committee in FY2024 included the following: Montgomery County Police Department's use of Survey123 as a form-based data collection solution, Northern Virginia Regional Commission (NVRC) Environmental Resiliency Green Roof GIS Project, solar radiation study for the Fairfax County climate action viewer app, and a demonstration of Fairfax County's RescueVision application. The committee also received regular updates on standing items such as NCR/GDX, NextGen 9-1-1, and the HSEMA Food and Water Resilience Project.

Staff performed a major upgrade to TPB/COG's geospatial software environment by implementing ArcGIS Enterprise. Staff migrated content, created user accounts and instituted best practices for managing online data products. Staff created several technical documents providing instruction to GIS users as well as documenting internal workflows. Staff also continued to monitor and administer TPB/COG's geospatial hardware and software. Staff met with COG's Information Technology (IT) staff regularly to discuss the server and data resources administered by the Planning Data and Research (PDR) team. Staff also coordinated with IT staff to install ArcGIS software on staff workstations. Staff also continued to work with COG IT staff migrate TPB/COG's GIS hardware and software to a virtual environment.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION	\$1,211,231	\$91,971	64%	67

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

COG's Cooperative Forecasting and Data Subcommittee did not meet during the month of June.

COG's Planning Directors Technical Advisory Committee did not meet during the month of June.

Staff released the May issue of the Regional Economic Monitoring System (REMS) report that covers the following data points for the month of April 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 June with one schedule "One-on-One Meeting" with the District of Columbia, Prince William County, and Montgomery County. Other meetings are planned for July.

FY2024 Highlights / End-of-Year Recap:

Analysis of Activity Centers – With the completion of the Round 10.0 Cooperative Forecasts, staff started the Activity Centers Map update process in FY2024 with initial discussions with the Planning Directors Technical Advisory Committee (PDTAC) starting in September and continuing into December 2024.

Workplan and documentation of initial activities for updating Regional Activity Centers Map – DCPS staff provided initial workplan and staff approach for updating the Regional Activity Centers with a briefing to the PDTAC during the December 2023 meeting. The committee agreed to keep the original 2012 criteria consistent with the future Round 10.0 update of the Activity Centers Map.

Staff continued work on the Activity Centers Map with an initial analysis of the 2012/2013 Activity Centers and a presentation of the findings to the PDTAC during the January 2024 meeting.

Between February and May, initial or first round of “One-on-One Meetings” were held with the District of Columbia, Montgomery County, Loudoun County, City of Fairfax, and Arlington County. Potential areas for Activity Centers analysis were discussed at these meetings. A second round of “One-on-One” meetings were held at the end of May and will continue into the beginning FY2025.

Presentations, visualizations, and information reports - During FY2024, staff completed the “Round 10.0 Growth Trends to 2050” report that provides a summary of COG’s Cooperative Forecasting Program and highlights of the Round 10.0 Cooperative Forecasts (November).

Updated Cooperative Forecasting land activity forecasts and documentation - During the period of October 2023 to January 2024, DCPS staff provided technical assistance to the Cooperative Forecasting and Data Subcommittee members to make further refinements to the Round 10.0 Cooperative Forecasts TAZ file (employment only). The District of Columbia, Prince George’s County, Loudoun County, and Fairfax County made corrections to their original Round 10.0 TAZ file.

Annual Baseline Employment Guidance - DCPS staff completed the update to the “Suggested Baseline Employment Estimates” memo end of June 2024. This document is provided to the Cooperative Forecasting and Data Subcommittee members as a technical resource for use in the Cooperative Forecasting Program. It is also provided to COG’s Department Transportation Programs for transportation modeling and transportation research related work.

Staff released 12 issues of the “Regional Economic Monitoring System (REMS)” report that covers the following data points for the months of July 2023 – 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 collected for comparison purposes with the Washington MSA but not reported out.

Staff continued compiling data from the Co-Star database for the future 2023 Commercial Construction completion sometime during the fall of FY2025.

The work of the “2022 Multifamily Rental Housing Construction Indicators” report was compiled during FY2024 with a final publication date in March 2024. This report provides information on the number, location, and size of new multifamily residential development projects in the COG/TPB region.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS	\$1,135,269	\$144,856	69%	69

9. COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Standard operations continued for 34 open Enhanced Mobility projects. Seventeen requests for reimbursement totaling \$206,406 were processed and paid. Vehicle match dollars were collected for two vehicle orders. Staff coordinated with FTA to provide updates to the EM6 grant award application in TrAMS, including revising the method in which funds are programmed in the TIP, per FTA request. Staff received approval to recruit a Grants Program Analyst to assist with the program.

FY2024 Highlights / End-of-Year Recap:

The solicitation process for new Enhanced Mobility projects concluded in summer 2023. Staff convened a selection committee to identify 23 projects to receive a share of the \$10.2 million federal allocation. Projects were approved by the TPB in December 2023 (TPB Resolution R6-2024). Staff subsequently commenced the application process in TrAMS to program the award. As of June 2024, FTA appears poised to fully award funds to TPB at the beginning of July 2024 (FY25).

Simultaneously, staff administered 30+ open projects. This included processing monthly requests for reimbursement, monitoring subrecipient compliance with federal regulations, overseeing subrecipient contract and procurement activity, collecting and reviewing quarterly/annual subrecipient reports, placing vehicle orders and inspecting vehicles, conducting subrecipient site visits, and providing project implementation guidance to subrecipients. Federally required reports were maintained and submitted for review, including the Annual Rolling Stock report, Federal Funding Accountability and Transparency Act (FFATA) data collection, triennial Title VI Program update, biannual Disadvantaged Business Enterprise (DBE) reporting, and annual FTA Certifications and Assurances. Project updates were reported to FTA on a quarterly basis.

9.2 Regional Roadway Safety Program

Each of the eight (8) FY 2024 approved projects continued, with progress as follows:

- **City of Frederick: Jefferson-Patrick Redesign Study** - The consultant delivered a final report. Work on this project is complete.
- **City of Gaithersburg: Local Roadway Safety** - The consultant completed the Gaithersburg Local Road Safety Plan (LRSP) Study Report, which was presented to the City Council on June 10. Work on this project is complete.
- **Montgomery County: Bel Pre Road Safety Improvement Project** - The consultant prepared and delivered final 30% design plans. Work on this project is complete.
- **City of Rockville: Pedestrian Crossing Guidelines** – The consultant delivered a final report. Work on this project is complete.
- **City of Alexandria: Pedestrian Lighting Improvements Study** – The consultant prepared and delivered a draft final report. Work on this project is complete.
- **Arlington County: Regionwide, Data-Driven Anti-Drunk Driving Campaign** – The consultant delivered a draft final literature review and crash data analysis, with recommendations to follow.

- **City of Fairfax: Main Street Corridor Roadway Safety Audit** – The consultant collaborated with city representatives and RSA participants on the draft final report, and ultimately delivered a final report. Work on this project is complete.
- **Prince William County: Darbydale/Forestdale Avenue Corridor Retrofitting Project** – The consultant prepared and delivered a draft final deliverable. Work on this project is complete.

With input from jurisdictions, staff developed and refined statements of work for the six approved FY 2025 projects.

FY 2024 Highlights/End-of-Year Recap:

- All eight (8) FY 2024-funded RRSP projects completed as scheduled.
- Six (6) FY 2025-funded RRSP project proposals were approved by the TPB, for completion in FY 2025.

9.3 Transportation Alternatives Set-Aside Program

The solicitation for TAP applications in Maryland was conducted between April 1 and May 15. At the end of May, MDOT staff sent TPB staff 11 applications to consider for funding in our region. A selection panel met twice at the end of June to develop recommendations for funding. The panel's final recommendations called for funding six projects. The TPB was scheduled to approve projects for funding in July.

FY 2024 Highlights/End-of-Year Recap:

Under federal law, the TPB is responsible for selecting projects for the funding sub-allocated to the TPB from the federal Transportation Alternatives Set-Aside Program. These selection processes are conducted separately for each of the TPB's three state-level jurisdictions. In FY 2024, the TPB selected projects for Virginia (two-year cycle) and Maryland. The District of Columbia (like Virginia) conducts its selection activities on a two-year cycle and the next round of projects in DC will be selected in the fall of 2024.

Activities in FY 2024, listed below, included coordination with the state DOTs, and evaluation, selection, and approval of projects for funding.

- MD TAP, May-July 2023 – 6 projects (design and construction), \$3,285,589
- VA TAP, January-March 2024 – 15 projects (design and construction), \$19,500,000
- MD TAP, May-July 2024 – 6 projects (design and construction), \$3,846,526

9.4 Transportation Land Use Connections Program

Work on all the FY 2024 TLC projects was completed. See below:

- Alexandria – A final meeting was held that discussed the final report and a future presentation at a meeting in late June/early July. The consultant also sent over the design files for the reports, advertisements, and meeting materials
- Falls Church - East-West Ped/Bike Connection – Work on the project was completed and the final report was produced.
- Frederick, City of - East Street Redesign 30% Design – Work on the project was completed and the final report was produced.
- Gaithersburg - SRTS Priority Improvements Study – Work on the project was completed and the final report was produced
- Montgomery County - Work on the project was completed and the final report was produced.

- Prince George's County – Work on the project was completed and the final report was produced.
- Prince William County - Green Infrastructure Study – Work on the project was completed and the final report was produced. Call scheduled 7/19 to connect with PWC staff to hear their thoughts and discuss their next steps with the results of the study.
- Prince William County - Yorkshire Multimodal Corridor Planning Study – Work on the project was completed and the final report was produced.
- Rockville, City of - Mannakee Street Complete Streets Feasibility Study – The Consultant Team working with city staff refined corridor concepts, prepared public meeting materials, and prepared AutoCAD concepts for each alternative. The Consultant Team also finalized graphics and prepared a final report.
- Takoma Park - Laurel Avenue Street Closure Traffic Study - The contractor delivered a presentation to the City Council on June 19.

In June staff continued the consultant recruitment process for the nine TLC projects selected for FY 2025. Pre-qualified consultants filled out a questionnaire in which they indicated their levels of interest in the projects. Based on that input, staff identified consultants from whom proposals were solicited. The proposals were due in July. Final consultant selection is expected in August and the projects will be set to begin in September.

FY 2024 Highlights/End-of-Year Recap:

Staff accomplished activities described for this task in the UPWP. These included:

- Ten TLC projects for FY 2024 were conducted and completed. Activities included consultant selection, project oversight, and project administration.
- Nine TLC for FY 2025 were selected. Activities included solicitation of applications, evaluation of applications, and selection and approval of projects for funding.
- Staff finalized a new database for the website to readily share information about the TLC projects that have been funded to date. Staff shared information about the TLC Program, in a variety of other ways, including articles and website updates.
- Staff conducted a webinar called “Promoting Vibrant Communities and Safer Roads: The webinar featured presentations from nine projects funded in FY 2023 through the TLC program, as well as the Regional Roadway Safety Program and the Transit Within Reach Program. A recording of the webinar was posted on the website and the event was made available for AICP credits from the American Planning Association.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	\$1,707,259	\$118,154	63%	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.

TPB Work Program Progress Report

JUNE 2024 FY 2024

- 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 JUNE 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 added activities for the TPB Staff Director for JUNE 2024 FY 2024 includes Telephone / Web Ex / Microsoft Teams Communications:

- Activity Center Update / Charles County, Prince William County & The District of Columbia – J. Kent
- DMV Moves Meetings for June FY 2024 Consisted of: Project Management, Weekly Check-ins, Task Force meetings w/ R. Bozman, M. Phillips, R. Clarke
- TPB June Coordination Meeting – S. Cole
- Meeting w/N. Donahoe & J. McDougale
- MPO Roundtable Meeting – K. Snyder
- COG Retreat Discussion – A. Davis

TPB Work Program Progress Report

JUNE 2024 FY 2024

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.

FY 2024 End-of-Year Recap

MAY FY24	
COG – WMATA Boards Joint Meetin	Montgomery County Chamber’s Infrastructure & Land Use Committee Mtg. Rockville
DMV Moves /WMATA Meetings (ongoing) – M. Phillips, R. Clark, J. McDougle	Major Metros Roundtable – K. Johnson
COG-WMATA BOARDS – JOINT MEETING COG-WMATA Regional Transit Initiative w/CAC Chair	NVTC MAC Meetings – A. Fye
SS4A Grant Discussion – S. Brooks – DDOT	COG Climate, Energy & Environment Policy
Client Touchpoint - MWCOC Breakthrough Lab	Committee
TPB Community Leadership Institute – Day 3	
Visualize 2050 Virginia Projects – R .Moore - DDOT	
Community Partners Advisory Group	
COG Human Services Policy Committee	
APRIL FY24	
DMV Moves / Discussion w/COG & WMATA	Virtual Discussion /Deloitte’s Greenhouse Team
CAO Monthly Meeting	Talk w/TPB Vice Chair Walkinshaw
PBPP GHG Methodology & Target Options	Montgomery County Chamber’s Infrastructure & Land
Leadership Academy/MWCOG	I 495 and Southside VDOT
DISC Assessment	COG’s Budget & Finance Meeting
Internal Meeting on JBAB CUP	COG / WMATA Project Government Partner Advisory Group
MWACQ Executive Committee	COG Board Executive Committee
COG Board Meeting	Region Forward Coalition Meeting
DDOT & TPB Staff discuss CRP	COG – WMATA Regional Transit Initiative Community Partner Advisory Group
MARCH FY 24	
VA’s Funding Plans	REVII Strategies w/DTP Staff
Kanti Meeting w /R .Puentes @ ENO	DMV Moves Survey w/TPB Staff
DMV Moves project meetings with WMATA	RFC Planning Discussion w/COG-DCPS Staff
Phone call with VDOT & NVTA	Region Forward Coalition meeting
Planning Director’s Meeting	

TPB Work Program Progress Report
JUNE 2024 FY 2024

FEBRUARY FY 2024	
UPWP Team Leader's Discussion	2024 Human Health Officials Committee Meeting
CPRG/DRPT – J. Monaco	COG Staff Next Steps w/Metro & the Big Picture
Panzer – Team Meeting	Regional Activity Centers – COG DCPS
Regional Transit Plan – WMATA Staff	COG-WMATA Discussions – Vision for Region's Transit
Commuter Connection 50 th Anniversary Celebration	DMV Moves: Metro / COG Follow-up
COG Senior Staff Meeting	MWCOG w/CMAP & MTC at AMPO
VA JLARC Study Team – Tolling & P3s in NOVA	VA's CRP Funding Plans
MDOT CPR Selection Process	
MD Delegate Korman & Delegate Edelson @ MD HB 836/SB924	
JANUARY FY 2024	
COG Board Executive Committee Lunch	COG-WMATA Meeting Regional Transit Planning
TPB & CM Henderson	Regional Transit Plan Development – Follow-up discussion WMATA Staff
Meeting w/Supervisor Walkinshaw, AFA Chair	Meet w / Ra Amin, CAC Chair
WMATA Meeting @ Interim Report	Region Forward Coalition Meeting
DDOT FTA 5303 Funding	Introducing C Frumin to the TPB Roles & Responsibilities
TRB Meeting Panel – Prep call	Metro Funding Legislation – VA/MD/DC
COG Board Meeting	
DECEMBER FY 2024	
Chief Administrative Officers Committee (Monthly)	Title VI Next Steps
EPA Mid Atlantic Summit – Presentation on EEAs- Internal review	Meet MD Transp. SEC w/TPB Chair @ MDOT Headquarters
202 Census data based MPO Boundary Updates – Discuss w/MDOT & BRTB	Board de-brief w/ D. Koenig- FTA
COG Board Meeting	VDOT CRP Funding
VDRPT & DC Outreach / WMATA	Staff Telework Training
NOVEMBER FY 2024	
ENO Center for Transportation	COG CAO WMATA Cost Structure Work Group Meeting
HSE/CAO Committee Joint Meeting	Process for Public Comments – FTA
CAO WMATA Cost Structure Work Group	Lunch Meeting with HDR
GIS DAY at COG	MDOT Presentation
COG Planning Directors Meeting	WMATA Briefing to TPB @ VIZ 2050
CAO Work Group Report and Letter Discussion	
OCTOBER FY 2024	
Coalition for Smarter Growth at Metro Funding	COG Metro Funding Strategy Group
WaPo – Emissions Reduction Goals at Climate Change & Transportation	TPB Board Meeting

TPB Work Program Progress Report
JUNE 2024 FY 2024

CAO Committee Meeting	DC Office of CFO & CAO WMATA Cost Structure Workgroup
COG Staff at MWAQC TAC Leadership	COG Staff at HUD Pro Housing Application
COG CAO WMATA Cost Structure Work Group	Union Station Redevelopment Corporation at TPB Work Session
COG Board Meeting	ENO Webinar a Federal Government Shutdown
US Congressional Senators Meeting w/COG Board	
SEPTEMBER FY2024	
Coalition for Smarter Growth at Metro Funding	
WaPo – Emissions Reduction Goals at Climate Change & Transportation	
CAO Committee Meeting	TPB Board Meeting
COG Staff at MWAQC TAC Leadership	DC Office of CFO WMATA Cost Structure Workgroup
COG CAO WMATA Cost Structure Work Group	COG Staff at HUD Pro Housing Application
COG Board Meeting	Union Station Redevelopment Corporation at TPB Work Session
US Congressional Senators Meeting w/COG Board	ENO Webinar at Federal Government Shutdown
COG Metro Funding Strategy Group	
AUGUST FY 2024	
UPWP Team Leaders Discussion	2024 Human Health Officials Committee Meeting
CPRG/DRPT – J. Monaco	COG Staff Next Steps w/Metro and the Big Picture
Panzer - TEAMS Meeting	Regional Activity Centers – COG DCPS
Regional Transit Plan – WMATA Staff	COG/WMATA Discussions – Vision for Regions Transit
Commuter Connections 50 th Anniversary Celebration	DMV Moves: Metro/COG Follow-up
COG Senior Staff Meeting	MWCOG w/CMAP & MTC at AMPO
VA JLARC Study Team – Tolling & P3s in NOVA	VA's CRP Funding Plans
MDOT @ CPR Selection Process	
MD Delegate Korman & Delegate Edeson @ MD HB 836/SB924	
JULY FY 2024	
Chief Administrative Officer's Committee (monthly	Meet MD Transportation Secretary w/TPB Chair at MDOT Headquarters
EPA Mid Atlantic Summit – Presentation on EEAs – Internal Review	Board De-Brief – D. Koenig – FTA
2020 Census Data Based MPO Boundary Updates – Discuss w/MDOT and BRTB	VDOT CRP Funding
COG Board Meeting	VDRPT and DC Outreach at WMATA
Title VI Next Steps	Staff Telework Training

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	\$2,090,512	\$787,175	65%	73
District of Columbia	\$330,930	\$169,075	59%	73
Maryland	\$707,967	\$214,935	63%	75
Virginia	\$664,437	\$278,164	90%	77
Regional Transit	\$387,176	\$125,000	32%	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. See the Regional Safety program section of this progress report for more details.

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 occurred during FY 2024.

4. Travel Monitoring – Short Term Counts

The traffic counting consultant completed and submitted nine 2-day ramp counts, forty 3-day volume counts, and ten 7-day classification counts for the DC HPMS counting program.

Staff met with DDOT, The Traffic Group, and Lee Letron staff to discuss the feasibility of installing AI Continuous Traffic Counting and Classification camera systems in the District. As a result, staff purchased five of the camera systems for the District to install at two locations to increase the availability and accuracy of vehicle volume and classification counts.

5. Other Tasks to Be Defined

No. Activity.

FY 2024 Highlights/End-of-Year Recap:

Staff supported administering the TLC and Roadway Safety Program projects funded through District of Columbia Technical Assistance Program.

Staff directed the traffic counting consultant to complete 59 additional counts in the spring of 2024 to shift the bulk of the future counts to the more favorable counting season.

Staff purchased AI Continuous Traffic Counting and Classification camera systems for DDOT staff or their contractors to install at two locations to increase the availability and accuracy of vehicle volume and classification counts.

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.

FY 2024 Highlights/End-of-Year Recap:

Staff supported the administering of the TLC and Roadway Safety Program projects funded through the Maryland Technical Assistance Program.

Staff directed the traffic counting consultant to complete 59 additional counts in the spring of 2024 to shift the bulk of the future counts to the more favorable counting season.

Staff responded to questions from MDOT staff concerning VMT data.

11.C Virginia

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Travel Monitoring and Survey

The traffic counting consultant summarized and delivered the data from the active transportation counts that they performed in Prince William County in the spring of 2024.

Staff analyzed the data and drafted the report on the fall 2023 active transportation counts performed at various locations in Loudoun County and delivered it to VDOT staff for review and comment.

Staff collected all the information and authorized payment for the Eco-counter subscription renewal and battery replacement for VDOT.

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.

FY 2024 Highlights/End-of-Year Recap:

Staff supported administering the TLC and Roadway Safety Program projects funded through the Virginia Technical Assistance Program.

Staff developed project scopes and budgets and reviewed cost proposals for the fall 2023 and spring 2024 Active Transportation Counts.

Staff managed and completed the following tasks/projects:

- Staff reviewed the counts, analyzed the data, and drafted the report detailing active transportation counts and analysis done at locations in the Tysons area of Fairfax County in the spring of 2023. Staff provided the draft report to VDOT staff for review and comment, and subsequently finalized the report and data files.
- After the traffic counting consultant conducted active transportation counts at locations in Loudoun County in the fall of 2023, staff reviewed the counts, analyzed the data, drafted the report, and delivered it to VDOT staff for review and comment.
- The traffic counting consultant conducted active transportation counts in Prince William County in the spring of 2024. The data will be reviewed and analyzed, and the report will be completed in FY 2025.
- Staff initiated the Parallel I-66 Active Transportation data quality assurance project. This included: Participating in Eco-counter overview meetings with VDOT and Eco-counter staff, observing the installation process, obtaining batteries and visiting the sites with VDOT staff to perform inspections and replacement of batteries, preparing the Sole Source & Contract Rider Request form and initiating payment for the Eco-counter transmission subscription renewal and the main battery replacement.
- Staff completed the VDOT I-66/I-395 Mode Share study including: Preparing the task order, directing the consultant's traffic monitoring, researching changed transit routes, requesting and receiving the transit operator data, reviewing and analyzing the data, reviewing and approving invoices, preparing the memos and transmittal files, responding to VDOT and NVTC comments including obtaining additional transit operator data, and finalizing the memos and related files.
- Staff completed the vehicle occupancy counts at three locations on I-66 outside the beltway as an add-on to the I-66/I-395 Mode Share Study. This included: Researching and documenting the optimal counting locations to record the exact lanes that VDOT requested, preparing the task order, directing the consultant's traffic monitoring, reviewing and analyzing the data, reviewing and approving invoices, and preparing the memos and transmittal files.

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 completed 30% cut sheets and first draft of plan set. Project team met to discuss stormwater management options
- DC, 9th Street NW Sidewalk 30% Design – Consultant continued work on 15% design efforts and on drainage analysis.
- Fairfax County, Prosperity Avenue Road Diet and Protected Bike Lanes 30% Design – Consultant finalized modeling for two alternatives in Synchro for the possible road diet. Consultant began file setup for the 30% design plans.

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.

FY 2024 Highlights/End-of-Year Recap:

The TPB established the Transit Within Reach Program (TWR) in FY 2021 to provide preliminary engineering (up to 30% design) for pedestrian and bicycle improvements that will improve access to high-capacity transit stations. The program was authorized for three rounds of projects between FY 2021 and FY 2026. Each round is funded at \$250,000 over a two-year period, so annual funding for the program is \$125,000.

Staff launched the second two-year round of the program (for FY 2024-2025) in 2023 using a process similar to that used for TLC. Staff conducted a solicitation in August-September for applications. Six applications were received. A selection panel chose three projects for funding, which were approved by the TPB in October 2023. Staff conducted consultant procurement in the winter of 2023-2024. The three new projects were launched in January and February.

Because funding for each cycle of TWR is evenly spread over two fiscal years, the projects are required to be half completed by the end of the fiscal year. By the end of FY 2024, all three projects had submitted invoices for 50% of the total project budget.

CONTINUOUS AIRPORT SYSTEMS PLANNING

Program Management

- COG/TPB staff has updated the monthly enplanement data.

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

- Staff continued drafting the report on general findings from the 2023 APS.
- COG/TPB staff delivered a briefing on the 2023 APS focusing on general findings from the survey data to the TPB Technical Committee on June 7.
- COG/TPB staff delivered a briefing on the 2023 APS focusing on general findings from the survey data to the Baltimore Regional Transportation Board (BRTB) on June 25.

Air Cargo Element Update

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

Ground Access Travel Time Study

- Staff completed the final report of the Ground Access Travel Time Study and submitted the final report deliverable to FAA, in accordance with the grant.

FY 2024 Highlights/End-of-Year Recap:

- ***Washington-Baltimore Regional Air Passenger Survey (APS).*** FY 2024 was a milestone year for the APS, which was conducted at the three regional airports (BWI, DCA, IAD) in October 2023. COG/TPB staff coordinated with airport partners (MAA/MWAA) on logistical preparations and coordinated with the contractor on staff badging and developing the survey design, survey instrument, and sampling plan for the full-scale survey. During survey fielding in October, TPB staff provided oversight on the full-scale operations including the training of field staff and observed field operations at the three airports. After the survey fielding ended, TPB staff developed initial tabulations from the 2023 APS which was presented to the Aviation Technical Subcommittee (ATS) at the January 2024 meeting, and developed weighting factors and tabulations based on the weighted data. These were developed into APS General Findings which were presented to the ATS at the May 2024 meeting, and subsequently presented to the TPB Technical Committee and other committees/subcommittees.
- ***Ground Access Travel Time (GATT).*** TPB staff prepared summaries of tabulations and figures and completed the Ground Access Travel Time (GATT) project which culminated in a final report. A draft report was shared with the Aviation Technical Subcommittee (ATS) at the March 2024 meeting, which solicited input from ATS members and airport stakeholders. A final report was completed at the end of FY 2024. The findings from the GATT were shared in a series of presentations to the ATS, TPB Technical Committee, and the TPB Travel Forecasting Subcommittee.
- ***COG AIP Grant Application.*** COG/TPB staff submitted the COG AIP grant application to FAA authorizing COG to conduct Phase 39 in the 2024-2028 ACIP of the CASP Program.
- ***Air Cargo Element Update.*** TPB staff developed a scope of work and timeline for the Air Cargo Element Study, which was presented to the ATS at the March 2024 meeting. Since then, TPB staff has conducted research and data collection for this effort and started drafting a report.
- ***Historical Enplanement Data.*** TPB staff updated historical enplanement spreadsheets and included additional columns besides total enplanements.

PROGRESS ON PLAN PRODUCTS

Accomplishments for FY 2024

In FY 2024, the TPB completed the following activities. Please note this list may not include annual, recurring, or daily activities. There are 14 advisory and subcommittees that provide subject-matter expertise and consensus for each of these products and projects:

- The Visualize 2050 National Capital Region Transportation Plan, anticipated to be approved in June 2025, is under development. The focus in 2024 is on submission and approval of the air quality conformity analysis project inputs.
- TPB approved the following projects for funding and/or consultant services:
 - Selected 23 5310 Enhanced Mobility Program projects for EM 6 according to TPB's Coordinated Human Service Transportation Plan, awarding a total of \$10.2 million in federal funding.
 - Selected 21 projects for the Transportation Alternatives Set-Aside Program -- 15 projects in Virginia for \$19.5 million, and 6 projects in Maryland for \$3.3 million. These projects are slated for implementation in FY 2025-2026.
 - 10 Transportation and Land Use Connections program projects will be completed.
 - 8 Regional Roadway Safety projects will be completed.
 - 3 Transit Within Reach projects will be completed.
- TPB set Performance Based Planning and Programming targets for the metropolitan Washington region following federal categories: Annual Highway Safety Targets, Annual Transit Safety Targets, and new Greenhouse Gas Reduction Targets for roads belonging to the National Highway System (NHS).
- Published 24 TPB News articles.
- Conduct the Community Leadership Institute training for members of the public, April/May 2024.
- Projects/products:
 - Community Guide to Transportation Decision-making in the National Capital Region (formerly called the Citizen's Guide from 2008), January 2024
 - Evaluation of Analysis of Transportation Inequities in Disadvantaged Communities, June 2024
 - Regional Safety Study, initiated March 2024
 - Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction (GHG) Strategies, June 2024
 - Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy, Summer 2024
 - Transportation Resilience Improvement Plan (TRIP), June 2024
 - Annual State of Public Transportation Report
 - Regional Freight Plan September 2023
 - Ground Access Travel Time Study, completed FY 2024
 - Updated National Capital Trail Network map, February 2024
 - Intercity Bus and Rail Travel Study, initiated January 2024
 - Coordinated transit on-board data collection underway
 - Tools:
 - Risk-based vulnerability assessment and interactive mapping tool that outlines transportation infrastructure in the region most at risk to the impacts of natural hazards
 - Interactive web mapping tool of high-capacity transit and Equity Emphasis Areas in the region, initiated October 2021 and maintained with ongoing enhancements throughout FY 2024

FY 2024 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
June 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	1,136,668.50	1,018,673.4	168,268.26	90%
Subtotal	1,136,668.50	1,018,673.4	168,268.26	90%
2. Transportation Improvement Program				
Transportation Improvement Program	353,708.82	201,026.26	18,867.38	57%
TIP Database Support	230,000.00	227,055	37,842.5	99%
Subtotal	583,708.82	428,081.26	56,709.88	73%
3. Planning Elements				
Bicycle & Pedestrian Planning	433,870.74	342,429.06	31,887.22	79%
Congestion Management Process	430,355.33	352,579.54	45,216.49	82%
Freight Planning	139,196.00	128,992.03	12,946.56	93%
Metropolitan Area Transportation Operation Coord Program Planning	407,497.86	176,116.72	47,462.92	43%
Performance-Based Planning & Programming	198,851.96	174,753.46	20,703.74	88%
Regional Public Transportation Planning	573,566.36	464,019.91	117,144.15	81%
Resilience Planning	396,491.66	171,448.09	26,873.15	43%
Systems Performance, Ops & Tech Planning	171,139.72	101,045.31	9,789.72	59%
Transportation Emergency Preparedness Planning	216,047.96	200,124.44	27,108.96	93%
Transportation Safety Planning	538,120.51	451,412.03	56,939.17	84%
Subtotal	3,505,138.10	2,562,920.59	396,072.08	73%
4. Public Participation				
Public Participation	753,904.21	689,653.71	95,115.84	91%
Subtotal	753,904.21	689,653.71	95,115.84	91%
5. Travel Forecasting				
Model Development	1,173,454.94	928,921.54	91,441.07	79%
Network Development	1,792,902.50	1,334,917.47	144,839.17	74%
Subtotal	2,966,357.44	2,263,839.01	236,280.24	76%
6. Mobile Emissions Planning				
Air Quality Conformity	1,221,950.95	932,105.56	93,879.74	76%
Mobile Emissions Analysis	1,619,061.94	1,198,902.98	181,306.1	74%
Subtotal	2,841,012.89	2,131,008.54	275,185.84	75%
7. Travel Monitoring and Data Programs				
Data Visualization & Management	2,408,336.48	1,114,766.79	165,635.48	46%
Research & Analysis	886,626.84	503,422.78	59,296.24	57%
Subtotal	3,294,963.32	1,618,189.57	224,931.72	49%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,211,231.11	781,217.34	91,971.86	64%
Subtotal	1,211,231.11	781,217.34	91,971.86	64%
9. Complete Street Mobility and Enhancement Programs				
Enhanced Mobility Grant Program	615,150.01	502,066.46	137,649.53	82%
Regional Roadway Safety Program	97,906.87	73,704.86	4,616.74	75%
Transportation and Land Use Connections Program	45,207.69	44,695.35	0	99%
Transportation Alternatives Set-Aside Programs	377,004.84	164,551.85	2,589.75	44%
Subtotal	1,135,269.41	785,018.52	144,856.02	69%
10. TPB Support and Management				
TPB Support and Management	1,707,259.82	1,068,807.42	118,114.1	63%
UPWP	0.00	40	40	0%
Subtotal	1,707,259.82	1,068,847.42	118,154.1	63%
Core Program	19,135,513.62	13,347,449.36	1,807,545.84	70%
A. District of Columbia Technical Assistance				
Program Development & Misc.	330,930.20	195,415	169,075	59%
B. Maryland Technical Assistance				
Program Development & Misc.	707,968.41	448,878.83	214,935.76	63%
C. Virginia Technical Assistance				
Program Development & Misc.	664,437.34	596,293.72	278,164.68	90%
D. Public Transit Technical Assistance				
Program Development & Misc.	387,176.17	125,000	125,000	32%
Technical Assistance	2,090,512.12	1,365,587.55	787,175.44	65%
TPB Grand Total	21,226,025.74	14,713,036.91	2,594,721.28	69%

FY 2024 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE

June 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	28,900.00	165,400.00	2,299.38	13,159.78	26,600.62	152,240.22
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	30,015.00	2,386.90	2,388.09	27,613.10	27,626.91
TBD	257,030.68	0.00	20,450.22	0.00	236,580.46	0.00
Subtotal	330,930.20	195,415.00	26,329.91	15,547.87	304,600.29	179,867.13
B. Maryland Technical Assistance						
Feasibility/Special 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	140,727.87	14,719.22	11,196.78	170,280.78	129,531.09
TBD	172,967.35	0.00	13,761.86	0.00	159,205.49	0.00
Transportation Performance Measures	310,000.00	308,150.96	24,664.64	24,517.52	285,335.36	283,633.44
Subtotal	707,968.41	448,878.83	56,328.33	35,714.30	651,640.08	413,164.53
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	157,230.72	14,719.22	12,509.80	170,280.78	144,720.92
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	185,000.92	14,719.22	14,719.29	170,280.78	170,281.63
Travel Demand Modeling	11,244.96	0.00	894.69	0.00	10,350.27	0.00
Travel Monitoring	250,300.86	235,398.94	19,914.77	18,729.13	230,386.09	216,669.81
VA Other Tasks	0.00	16.90	0.00	1.34	0.00	15.56
Subtotal	664,437.34	596,293.72	52,864.85	47,443.12	611,572.49	548,850.60
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	125,000.00	125,000.00	125,000.00	0.00	0.00
Subtotal	387,176.17	125,000.00	387,176.17	125,000.00	0.00	0.00
Grand Total	2,090,512.12	1,365,587.55	522,699.27	223,705.29	1,567,812.85	1,141,882.26