UNIFIED PLANNING WORK PROGRAM

FY 2026

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2026

Approved March 2025

AMENDED JULY 2025

National Capital Region
Transportation Planning Board

UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2026

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ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 22 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

ACCOMMODATIONS POLICY

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Per COG policy, reasonable accommodations are provided upon request, which includes translation of the Title VI statement, policy, and complaint form. To read the Accommodations Policy in different languages, visit https://www.mwcog.org/nondiscrimination/

TABLE OF CONTENTS

FIGURES AND TABLES

I. INTRODUCTION

Purpose

The National Capital Region Transportation Planning Board (TPB) is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB's responsibilities.

The FY 2026 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region incorporates, in one document, all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2025 through June 30, 2026. The UPWP provides a mechanism to coordinate transportation planning activities conducted by the TPB. It is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Metropolitan Washington Council of Governments (COG) serves as the administrative agent for the TPB. The TPB is staffed by COG's Department of Transportation Planning. COG provides the administrative functions necessary to meet federal fiduciary and other regulatory requirements to receive FHWA and FTA funds.

This work program describes all transportation planning activities utilizing federal funding, including FHWA metropolitan planning funds (PL Funds) and FTA Section 5303 metropolitan planning funds. The Federal Aviation Administration (FAA) Continuous Airport System Planning (CASP) program is a separate grant and is included for informational purposes as the TPB is responsible for implementing the grant. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. On May 27, 2016, the FHWA and FTA jointly published a final rule on **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning.** The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP–21), the Fixing America's Surface Transportation (FAST) Act, and the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA) passed in November 2021.

MAP-21 introduced and the FAST Act continues implementing performance management requirements through which states and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds." In addition, MAP-21, the FAST Act and the IIJA included modest modifications to the planning process, policy board composition, participants in the process, and contents of the metropolitan long-range transportation plan. This work program complies with the requirements regarding metropolitan planning.

On June 15, 2022, the TPB approved the 2022 Update to Visualize 2045, the long-range transportation plan for the National Capital Region, and the FY 2023-2026 Transportation Improvement Program (TIP). On August 25, 2022, FHWA and FTA found that Visualize 2045 and the FY 2023-2026 TIP conform to the region's State Implementation Plans (SIPs) for complying with the federal Clean Air Act.

On June 15, 2022, the TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certified that the metropolitan transportation planning process being conducted by the TPB is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable federal metropolitan planning requirements as described under 23 CFR 450.336. The Self-Certification Statement is signed by the three state DOTs and the TPB.

In June 2023, FHWA and FTA jointly certified that the TPB's planning process complies with metropolitan planning regulations and issued a certification report. On March 8 and 9, 2023, FHWA and FTA conducted a certification review of the metropolitan planning process in the Washington, DC-VA-MD Transportation Management Area (TMA) which is the responsibility of the TPB and the Fredericksburg Area Metropolitan Planning Organization (FAMPO). Improvement and enhancements identified in the report will continue to be integrated into the TPB's ongoing planning process.

The TPB will continue its rich tradition of coordinating with neighboring MPOs and with those MPOs with which it shares DOTs. The TPB will not only continue to coordinate but will look to enhance all its coordination opportunities. TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur four times a year. The TPB is an active participant and a voting member of the Virginia Association of Metropolitan Planning Organizations (VAMPO). A TPB staff member served as the VAMPO Vice Chair in FY 2024.

THE CLEAN AIR ACT

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) support the attainment and/or maintenance of federal health standards for those criteria pollutants for which the region is designated as non-attainment or maintenance.[1] The LRTP and TIP must meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations first issued on November 24, 1993, and amended several times, most recently in April 2012,[2] regarding criteria and procedures for determining air quality conformity of transportation plans, programs, and projects funded or approved by FHWA and FTA. These conformity requirements are also addressed in this UPWP.

[1] Office of Air and Radiation (OAR) of the U.S. Environmental Protection Agency (EPA), "1990 Clean Air Act Amendment Summary: Title I," Clean Air Act Overview, August 31, 2015, https://www.epa.gov/clean-air-act-overview/1990-clean-air-act-amendment-summary-title-i.
[2] "Transportation Conformity Regulations as of April 2012" (U.S. Environmental Protection Agency, April 2012), https://www.fhwa.dot.gov/environment/air_quality/conformity/laws_and_regs/rule.cfm.

TITLE VI: ENSURING NON-DISCRIMINATION

It has been the long-standing policy of both COG and TPB to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Executive Order 12898, issued February 11, 1994, requires that the TPB identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. While COG, as the TPB's administrative agent, has the primary responsibility for meeting Title VI requirements, ensuring non-discrimination is an underlying tenet that permeates this work program. The TPB has a two-pronged approach to ensuring nondiscrimination: 1) analysis of the long-range transportation plan for disproportionately high and adverse impacts, and 2) engaging traditionally transportation-disadvantaged populations in the planning process. The specific tasks related to Title VI analysis is under Activity 1: Long-Range Transportation Planning. Engaging transportation disadvantaged-populations, primarily through the Access for All Advisory Committee, is found in Activity 4: Public Participation. COG's Title VI Plan and Title VI Program (including the Language Assistance Plan), the Title VI notice to the public, and complaint procedures can be found at https://www.mwcog.org/documents/titlevi/.

After USDOT review on June 24, 2021, COG's Title VI Program meets the necessary requirements. COG approved the 2024 Title VI Plan and Title VI Program and they have been submitted and received. On September 9, 2021, DDOT issued a determination that the COG Title VI Program satisfies DDOT's Title VI program requirements and reviewed the COG Title VI Plan and Program again in 2024. In September 2023, VDOT acknowledged that COG/TPB is Title VI compliant.

Federal Requirements for Performance-Based Planning and Programming

MAP-21 and the FAST Act call for MPOs, public transportation providers and states **to establish and use a performance-based approach to transportation decision making.** USDOT has established performance measures related to seven goal areas for the federal-aid highway system. The goal areas are safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

FHWA and FTA have completed the issuance of final rulemakings for the performance measures, with deadlines set for target setting and periodic updates. TPB has worked with and will continue to work with the states and public transportation providers to collect data, make forecasts for performance, and update performance targets in support of those measures; and the TPB subsequently has up to 180 days to update performance targets as required, coordinated with those of the states and public transportation providers. The metropolitan transportation plan and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The long-range transportation plan (LRTP), also known as a metropolitan transportation plan (MTP), is required to include a system performance report evaluating the condition and performance of the

transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The approved plan and TIP are compliant with these requirements.

Regional Planning Goals

In 1998, the TPB adopted the TPB Vision, which outlines a set of policy goals that have since served to guide the TPB's planning work program:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

These goals are broad in scope, and together with the strategies and objectives that are also outlined in the TPB Vision, provide a framework for setting out core principles for regional transportation planning. TPB Vision's policy goals encompass the ten planning factors required under the planning process of MAP-21 and are considered when developing the metropolitan transportation plan. Each planning factor is included in one or more of the TPB Vision goals, objectives, and strategies, except for security, which is implicitly addressed in the TPB Vision.

On January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects for inclusion in the LRTP. The Priorities Plan will influence future policy actions, funding strategies, and potential projects considered for incorporation into Visualize 2045.

In 2017, the TPB established the Long-Range Plan Task Force, who engaged in a sketch planning effort to identify initiatives that could help the region achieve these goals. At that time, TPB Members had decided that the previous long-range plan did not show satisfactory performance compared to current conditions, nor did it bring us close enough to reach these regional planning goals. In December 2017 and January 2018, the TPB endorsed seven aspirational initiatives recommended by the Long-Range Plan Task Force which have potential to significantly improve the performance of the region's transportation system compared to current plans and programs. These seven aspirational initiatives are included in Visualize 2045, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals.

In October 2020, the TPB endorsed new, interim, non-sector-specific GHG reduction goals and new climate resiliency goals. These include a 2030 interim, regional, non-sector specific GHG reduction goal of 50% below 2005 levels by 2030;[3] Later, in June 2022, the TPB adopted Resolution R18-2022 adding greenhouse gas (GHG) reduction goals and strategies, specifically for the on-road transportation sector, as planning priorities in the development of the regional long-range transportation plans, to help the region attain its multi-sectoral GHG reduction goals. In its June 2022 action, the TPB set the GHG reduction goals for the on-road transportation sector to be equivalent to the non-sector specific goals (e.g., 50% by 2030), even though the TPB's Climate Change Mitigation Study of 2021 showed that such ambitious goals for the transportation sector would be extremely challenging to attain.

TPB produced two summary documents to make it easy to understand the TPB's policies and all of the scenario work accomplished over the last 15 years. The TPB Synthesized Policy Framework can be found here[4] and the TPB Summary of Scenario Findings can be found here.[5]

Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the official metropolitan planning organization (MPO) for the National Capital Region and is responsible for conducting a continuing, cooperative, comprehensive (3-C) metropolitan transportation planning process. The TPB was designated as the region's MPO by the governors of Maryland and Virginia and the mayor of the District of Columbia in 1965 and became associated with COG in 1966.[6]

The TPB is composed of representatives from the 24 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the

[3] "Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases (TPB R8-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, October 21, 2020), https://www.mwcog.org/events/2020/10/21/transportation-planning-board/.
[4] "The TPB's Synthesized Policy Framework: Informing Planning for the Metropolitan Washington Region," Booklet (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 9, 2022), https://www.mwcog.org/documents/2024/02/06/tpb-synthesized-policy-framework/.
[5] Kanti Srikanth and Stacy Cook, "A Summary of the TPB and COG Scenario Study Findings: Informing Planning for the Metropolitan Washington Region," Draft Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 9, 2022), https://www.mwcog.org/events/2022/11/16/transportation-planning-board/.
[6] "History - TPB History," Metropolitan Washington Council of Governments, 2025, https://www.mwcog.org/transportation/about-tpb/history/.

three state-level transportation agencies,[7] the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development and is responsive to the needs of the local governments in the area. Figure 1 lists the jurisdictions and organizations represented on the TPB and its technical committees and subcommittees. Figure 2 shows the geographic location of each of the local member jurisdictions and urbanized areas (UZA).

Policy coordination of regional highway, transit, bicycle, pedestrian, and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three state departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental, and transportation planning for the area is established through the continuing, coordinated land-use, environmental, and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, which formed the Region Forward Coalition in 2010 to foster collaboration in these areas, and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted metropolitan transportation plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations are forwarded to the governors and mayor for inclusion in the air quality State Implementation Plans (SIPs) they submit to EPA.

In metropolitan Washington, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out regional transportation planning and programming have been established over several years. As required under planning regulations, the TPB, the state DOTs, and the public transportation operators have documented their transportation planning roles and responsibilities in an agreement that was executed by all parties in April 2018. To meet Performance-Based Planning and Programming provisions, the TPB and individual stakeholders have documented their roles in responsibilities in Letters of Agreement (LOAs) that respond to each required performance area: Highway Safety, Highway and Bridge Condition, and System Performance (Congestion, Freight, and CMAQ). The responsibilities for the primary planning and programming activities are indicated in Figure 3.

With regards to coordination with other MPOs near the TPB's planning area, there are two agreements in place that lay out responsibilities for planning, programming, and the air quality conformity analysis. Both agreements can be found in the Appendices. In Virginia, the TPB has an agreement with the Fredericksburg Area MPO (FAMPO) starting in 2004 in which FAMPO assumes

[7] The District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT).

responsibility for meeting the transportation management area (TMA) planning and programming requirements within the Washington, DC-VA-MD Urbanized Area portion of Stafford County and producing the required planning documents for the TPB's current planning cycle. This agreement was reviewed in 2012 by both FAMPO and TPB staff, and it was mutually agreed that no changes were necessary. On May 21, 2021, this agreement was updated and approved to reaffirm and validate the mutually agreed upon roles of each MPO and, in consideration of the passage of multi-year federal surface transportation legislation, to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations. In Maryland, the TPB formalized an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, regarding the conformity analysis of transportation plans, programs, and projects in Calvert County. Calvert County is in the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area and is also a member of the new Southern Maryland MPO. The agreement between the three parties was signed in January 2016.

A list of transportation planning studies to be conducted within the National Capital Region can be found in Figure 4.

Figure 1: Jurisdictions and Organizations Represented on the TPB and its Technical Committees and Subcommittees

VIRGINIA

Arlington County
Fairfax County
Loudoun County
Prince William County
City of Alexandria
City of Fairfax
City of Falls Church
City of Manassas
City of Manassas Park
Northern Virginia Transportation Authority
Northern Virginia Regional Commission
Northern Virginia Transportation Commission
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation
Virginia Department of Aviation
Virginia General Assembly
Virginia Passenger Rail Authority
Potomac and Rappahannock Transportation Commission

MARYLAND

Charles County
Frederick County
Montgomery County
Prince George's County
City of Bowie
City of College Park
City of Frederick
City of Gaithersburg
City of Greenbelt
City of Rockville
City of Takoma Park
Maryland-National Capital Park and Planning Commission
Maryland Department of Transportation
Maryland General Assembly

DISTRICT OF COLUMBIA

DC Council
DC Department of Transportation
DC Office of Planning

REGIONAL, FEDERAL, AND PRIVATE SECTOR

Washington Metropolitan Area Transit Authority
Private Transportation Service Providers
Metropolitan Washington Airports Authority
Federal Highway Administration
Federal Transit Administration
National Capital Planning Commission
National Park Service

Figure 2: Membership of the National Capital Region Transportation Planning Board

Figure 3: Transportation Planning and Programming Responsibilities

RESPONSIBILITY	AGENCIES
UPWP Development	TPB, DOTs, WMATA, Local Governments
Planning Certification	TPB, DOTs
Performance-Based Planning	TPB, DOTs, WMATA, Public Transportation Providers
Visualize 2045 Implementation and Visualize 2050 Development	
Air Quality Conformity	TPB, FAMPO
Congestion Management Process	TPB, DOTs, Local Governments, FAMPO
Environmental Consultation	TPB, DOTs, Local Governments
Financial Element	TPB, DOTs, WMATA, Local Governments
Freight Element	TPB, DOTs, Local Governments
Participation Plan	TPB
Performance Based Planning and Programming	TPB, DOTs, WMATA, Public Transportation Providers
Plan Inputs/Update	DOTs, WMATA, Local Governments, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, Local Governments
Safety Element	TPB, DOTs, Local Governments
Transportation/Land-Use Planning	TPB, MDPC, Local Governments
TIP Development	
TIP Inputs	DOTs, WMATA, Local Governments, NVTA, PRTC
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments, NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, Human Service Agencies
Private Enterprise Participation	TPB, WMATA, Local Governments, NVTC, PRTC
Project Selection	TPB, DOTs, WMATA
Projects Federal Funding	TPB, DOTs, WMATA
Public Involvement Plan	TPB
State Implementation Plan	MWAQC, TPB, DOTs
Motor Vehicle Emissions Budget	WMATA, State Air Quality Agencies
Emissions Reductions Activities	TPB, DOTs, WMATA, Local Governments
CO2 Mobile Emissions Reduction	
Corridor Studies	DOTs, WMATA, TPB
Travel Demand Forecasting	TPB
Travel Monitoring	TPB, DOTs, WMATA, Local Governments

Figure 4: Transportation Planning Studies within the National Capital Region, 2026

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
REGIONAL			
Blue/Orange/Silver Corridor Capacity & Reliability Study	WMATA	2024 (cont)	Study/LPA
Metrorail Capacity Analysis Update	WMATA	2024	Study
Metrobus Fleet Plan Update	WMATA	2024-2025	Plan
Metrorail Fleet Plan Update	WMATA	2024-2025	Plan
Next-Gen Automatic Train Control System Project Development	WMATA	2024-TBD	Plan
Bus-Oriented Development Study	WMATA	2024-2025	Study
Station Capacity and Guaranteed Access Studies	WMATA	Ongoing	Studies
Rail Reliability Project Development	WMATA	Ongoing	Plans/Design
Metro Station Bus Amenities Project Development	WMATA	Ongoing	Plans/Design
Bus Network Redesign	WMATA	2024-2025 (cont)	Plan
Next-Gen Transit Signal Priority (TSP) Research	WMATA	2024	Study
Bus Loop and Facility Analysis	WMATA	2024-2025	Study
Climate Resilience Program	WMATA	2024-ongoing	Strategy
Decarbonization Strategy	WMATA	Ongoing	Strategy
Customer EV Charging Opportunity Analysis	WMATA	Ongoing-TBD	Study
Mode of Access Strategic Plan	WMATA	2025-2027	Plan
TOD Strategic Plan	WMATA	2025-2027	Plan
Academic Research Partnership applied analysis/studies	WMATA	2024-2025	Study
MARYLAND			
US 15/US 40 Frederick Freeway Study	SHA	2024	CE
US 301 Waldorf Study (MD 5 [north junction] to Smallwood Drive; Including grade separated interchanges at MD 5 (south junction) and at MD 228/MD 5 Business)	SHA	On-hold	DEIS
MD 4 Corridor Study (I-95/I-495 to MD 223)	SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	SHA	On-hold	DEIS

Figure 4: Transportation Planning Studies within the National Capital Region, 2026

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
MD 28/MD 198 (MD 28 (Norbeck Road)-MD 97 to MD 650/MD 198 (Spencerville Road/Sandy Spring Road)-MD 650 to I-95)	SHA	On-hold	NEPA/CE
MD 210 Transportation Corridor Study (I-95/I-495 to MD 228)	SHA	On-hold	DEIS
FY22 TOD Planning for the Purple Line Project	UMD/MDOT MTA	2025	Study/Plan
FY24 TOD Planning for the Purple Line Project	UMD/MDOT MTA	2028	Study/Plan
MARC Growth and Transformation Plan	MDOT MTA	2025	Plan
Point of Rocks Station Frederick Platform Study	MDOT MTA	2025	Study
Southern Maryland Rapid Transit PEL Study	MDOT MTA	2025	Study
Kensington MARC Station Overpass Feasibility Study	MDOT MTA	2025	Study
MARC Brunswick 3rd Track	MDOT MTA	2025	Study
Laurel Bus Bay Feasibility Study	MDOT MTA	2025	Study
College Park Accessible Station	MDOT MTA	2027	Design
DISTRICT OF COLUMBIA			
New York Avenue NE/NW	DDOT	2024-2026	Planning/ Concept
Martin Luther King Jr. Avenue/Marion Barry Avenue SE Safety and Connectivity Study	DDOT	2024-2026	Planning/ Concept
Suitland Parkway Trail	DDOT	2024-2025	Planning/ Concept
North Capitol Street Corridor Mobility and Safety Improvements	DDOT	2024-2026	Planning/ Concept
I-295 Reconnecting Communities Feasibility Study	DDOT	2024-2026	Planning/ Concept
Strategic Bikeways Plan	DDOT	2024-2026	Study

Figure 4: Transportation Planning Studies within the National Capital Region, 2026

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Metropolitan Branch Trail – First Pl to Oglethorpe St NW	DDOT	2024/2025	Study
East Capitol St to Anacostia River Trail Connection	DDOT	2024/2025	Study
11th Street SE Bus Priority	DDOT	2024-2026	Planning/ Concept
14th Street NW Bus Priority	DDOT	2024-2026	Planning/ Concept
15th Street NW Cycletrack Extension	DDOT	2024-2026	Planning/ Concept
Alabama Avenue from MLK to Bowen Road Concept Planning	DDOT	2024-2026	Planning/ Concept
Anacostia River Trail- Arboretum Bridge to Maryland Ave Connection	DDOT	2024-2026	Planning/ Concept
Arizona Avenue Connection to the Capital Crescent Trail	DDOT	2024-2026	Planning/ Concept
Benning Rd SE Bus Priority	DDOT	2024-2026	Planning/ Concept
Columbia Heights Crosstown (Columbia Rd / Irving St NW / 14th St NW) Bus Priority	DDOT	2024-2026	Planning/ Concept
Connecticut Avenue Multimodal Safety Improvement Project	DDOT	2024-2026	Planning/ Concept
E St NW PBL	DDOT	2024-2026	Planning/ Concept
Florida Ave NW/NE Bus Priority	DDOT	2024-2026	Planning/ Concept
Georgia Ave NW Bus Priority	DDOT	2024-2026	Planning/ Concept
Massachusetts Ave Protected Bike Lanes from 2nd NE to 6th NE	DDOT	2024-2026	Planning/ Concept
Minnesota Ave NE Bus Priority	DDOT	2024-2026	Planning/ Concept
Mississippi Ave Sidepath	DDOT	2024-2026	Planning/ Concept
MLK Jr Ave SE Bus Priority	DDOT	2024-2026	Planning/ Concept
Oxon Run Trail Phase 2	DDOT	2024-2026	Planning/ Concept
Van Buren Street NW	DDOT	2024-2026	Planning/ Concept
M Street SW Cycletrack	DDOT	2024-2026	Planning/ Concept
Taylor Street NE Cycletrack	DDOT	2024-2026	Planning/ Concept

Figure 4: Transportation Planning Studies within the National Capital Region, 2026

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Rock Creek Church Road	DDOT	2024-2026	Planning/ Concept
Military Road NW	DDOT	2024-2026	Planning/ Concept
Harewood Road NW	DDOT	2024-2026	Planning/ Concept
moveDC 2026 update			Study
State Rail Plan update			Study
VIRGINIA			
NoVA Bike and Pedestrian Planning Study	VDOT	2024	Study
Route 120 (Glebe Rd) from Route 244 (Columbia Pike) to N Piedmont St	VDOT	2024	Study
Route 606 (Old Ox Rd) from Route 267 (Dulles Greenway) Ramps to Route 28 (Sully Rd)	VDOT	2024	Study
Route 789 (Commerce St) from Franconia Rd to Backlick Rd	VDOT	2024	Study
Route 644 (Franconia Rd) from Backlick Rd to Commerce St/Loisdale Rd	VDOT	2024	Study
Dale Blvd from I-95 Ramps to Potomac Center Blvd/Neabsco Mills Rd	VDOT	2024	Study
Eisenhower Ave from Van Dorn Street to Holland Lane	VDOT		Study
Arlington Blvd./Washington Blvd. interchange improvements	VDOT		Study
Casacades Parkway Shared Use Path improvements	VDOT	2024	Study
I-395/Shirlington Rotary operations and safety improvements	VDOT	2024	Study
Leesburg Bypass/Edwards Ferry Road Interchange	VDOT		Study
Bike/Ped data collection and Eco-Counter QA/QC	VDOT		Study

FY 2025 Accomplishments

In FY 2025, the TPB completed the following activities (this list also contains anticipated completions as well since the document will be approved three months prior to the end of the fiscal year):

1. *FY 2024 UPWP: TPB approval March 15, 2023; USDOT approval June 1, 2022.*
2. *Kicked off the new plan updated called Visualize 2050, anticipated to be approved in June 2025.*
3. *Produced performance measures for inclusion in plan (Dec 2021- March 2022)*
4. *Maintained and updated Visualize2045.org and Visualize2050.org websites.*
5. *Project InfoTrak platform upgrade completed.*
6. *Coordinated with the TPB, TPB Technical Committee and numerous TPB and COG subcommittees, as well as other stakeholders, on plan development and outreach*
7. *State of Public Transportation Report*
8. *Performance Based Planning and Programming*
    a. *Highway Safety Targets set December 2024*
    b. *Transit Safety Targets set December 2024*
9. *Hosted the 2024 Regional Roadway Safety Summit*
10. *Joined the USDOT Allies in Action safety initiative*
11. *Workplan and scope of work for Regional Travel Survey, throughout FY 2025*
12. *Coordination for Regional Transit Onboard Survey Activities, throughout FY 2025*
13. *Interactive web mapping tool of high-capacity transit and EEAs in the region, initiated October 2021.*
14. *Developed and launched the TPB Resources Applications Page (TRAP), an interactive web resources that* catalogs many of the mapping applications, data visualizations and other products and datasets produced by the TPB
15. *Washington-Baltimore Regional Air Cargo Study, completed FY 2025*
16. *2023 Washington-Baltimore Regional Air Passenger Survey, General Findings Report and Geographic Findings Report, completed FY 2025*
17. *Completed Round 10.1 Cooperative Forecasts, including TAZ small area forecasts, ongoing FY 2025*
18. *Updated Regional Activity Centers Map, completed FY 2025*
19. *Travel Model Employment Adjustment Factors, June 2022*
20. *Updated National Capital Trail Network map, February 2024*
21. *Travel Forecasting: Network Development*
    a. *Developed a base transit network, representing current/recent transit conditions (i.e., 2023), which is used as the starting point for all future-year transit networks.*
    b. *Produced a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model (2025, 2026, 2030, 2040, 2045, and 2050), including two options (Option A without the I-495 Southside Express Lanes project and Option B with the I-495 Southside Express Lanes project). Developed transportation networks for both the production-use, trip-based travel model (Gen2) and the developmental, activity-based travel model (Gen3).*
    c. *Continued to maintain and update COGTools, the software used by staff to edit and update transit networks used by the travel demand forecasting model. Travel Forecasting and Emissions Analysis (TFEA) staff plan to obtain consultant assistance to make some upgrades to COGTools. This work could span FY 25 and FY 26.*

d. *Developed year-2023 jurisdictional weekday vehicle miles of travel (VMT) summaries (expected Mar. 2025).*
e. *Responded to numerous data requests concerning highway and transit networks.*

22. Travel Forecasting: Model Development

a. *Planned for, coordinated, and conducted six meetings of the TPB Travel Forecasting Subcommittee (TFS)*
b. *Updated various model-related webpages on the COG website.*
c. *Continued to support and update COG's production-use regional travel demand forecasting model, the Gen2/Ver. 2.4 Travel Model, including developing an updated transmittal package.*
d. *Began updating the COG/TPB strategic plan for travel forecasting methods. This work could span FY 25 and FY 26.*
e. *The TPB's next-generation travel demand model, an activity-based model (ABM), known as the Gen3 Travel Model, is to be developed in three phases. Phase 1 was completed in FY 23. Phase 2 was completed in FY 24. Phase 3 (usability testing and development of ancillary modeling steps) is to be completed by the end of calendar year 2025 (FY 26). In FY 25, the following was occurred:*
    i. *Usability testing: The Gen2 (trip-based) Model is being used to conduct the air quality conformity analysis of Visualize 2050. As part of usability testing, the Gen3 Model is being run with a subset of the model years used in the air quality conformity analysis. The EPA's MOVES model will be used to estimate mobile emissions, using the output from the Gen3 Model.*
    ii. *Ancillary modeling steps:*
        1. *Sensitivity tests are being conducted, which complement those sensitivity tests that were conducted in Phases 1 and 2.*
        2. *The toll setting process is being revised for the Gen3 Model.*
f. *Developed an RFP for renewing the on-call consultant assistance contract for assistance with the travel demand forecasting models.*
g. *Participated in the regular weekly meetings of the ActivitySim consortium (14 public sector agencies), which is the group that manages updates to the ActivitySim software platform. ActivitySim is one of the modeling platforms used by the Gen3 Model (and will be used in many travel models across the U.S., as well as abroad.)*
h. *COG's Planning Data and Research Team continued efforts to begin a multi-year effort to develop regionally coordinated transit on-board surveys, to ensure that the surveys provide information needed by both transit agencies and by COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models. COG's Travel Forecasting and Emissions Analysis Team requested this regional transit survey coordination and provides support, when requested, to the Planning Data and Research Team.*
i. *Worked with COG's Information Technology (IT) staff to maintain modeling servers, both in the cloud and on premises, which can be used to conduct both mobile emissions modeling and travel demand modeling.*
j. *Keeping abreast of developments in travel demand modeling. This included attending conferences such as the Association of Metropolitan Planning Organizations (AMPO) Annual Conference (Sep. 2024) and the Transportation Research Board (TRB) Annual Meeting (Jan. 2025).*

k. *Responded and replied to about 40 model-related to technical data requests, which are typically submitted on the COG Data Request webpage.*[8]

23. Air Quality Conformity & Activities Associated with the LRTP

a. *Air Quality Conformity (AQC) analysis of the 2025 update of the LRTP, known as Visualize 2050*
    i. *Updated the schedule for modeling work associated with AQC analysis of Visualize 2050.*
    ii. *Decoded year-2023 motor vehicle registration data, also known as vehicle identification number (VIN) data, obtained from state air agencies, so that it could be used for the mobile emissions modeling done using the EPA's MOtor Vehicle Emission Simulator (MOVES) software. TPB staff documented the decoding work in a memo (August 2024). TPB staff also presented this work to the TPB Technical Committee (Oct. 2024)*
    iii. *Completed coding transportation networks that will be needed by the travel model.*
    iv. *Completed both the travel model and MOVES model runs for six analysis years (2025, 2026, 2030, 2040, 2045, and 2050), including two options (Option A without the I-495 Southside Express Lanes project and Option B with the I-495 Southside Express Lanes project)*
b. *Kept abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's MOVES software.*
c. *The appendices of the LRTP documentation are now called "process documents." Staff helped write process documents for air quality conformity, emissions reduction planning for the on-road transportation sector, travel modeling, and scenario planning.*

24. Mobile Emissions Analysis, including Emissions Reduction Planning

a. *Provided updates to the TPB Technical Committee and the TPB on new federal funding programs for reducing emissions from the on-road transportation sector.*
b. *Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy Project Working with COG's Department of Environmental Programs (DEP), provided review and comment for a study that will help implementing agencies decide where to site public-use electric vehicle charging infrastructure.*[9] *This study was presented to the COG Board of Directors in October 2024.*
c. *Provided support to COG' DEP in the redesignation request for a maintenance plan/maintenance SIP related to the 2015 National Ambient Air Quality Standards (NAAQS) for ozone.*
d. *Conducted sensitivity tests of the two latest versions of EPA's MOVES mobile emissions modeling software: MOVES4 and MOVES5.*
e. *Participated in activities related to the development of the Maintenance State Implementation Plan (SIP) to address requirements of the 2015 ozone NAAQS, in coordination with MWAQC.*

[8] "Data Requests," Metropolitan Washington Council of Governments, Transportation, Modeling, November 16, 2022, https://www.mwcog.org/transportation/data-and-tools/modeling/data-requests/.

[9] ICF, "Regional Electric Vehicle Infrastructure Implementation Strategy," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, August 2024), https://www.mwcog.org/documents/2024/09/04/regional-electric-vehicle-infrastructure-implementation-revii-strategy-climate--energy-climate-change-electric-vehicles/.

f. *Participated in activities related to the recently established Carbon Reduction Program (CRP), designed to provide federal funding for the projects that reduce on-road greenhouse gas emissions (e.g., coordination with state DOTs).*
g. *Calculated emissions savings from 2024 Car Free Day.*
h. *Kept abreast of developments regarding air quality regulations and guidance.*
i. *Completed the consultant-assisted study, "Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies," which was a follow-up to the Climate Change Mitigation Study (CCMS) of 2021. The new study examined seven GHG reduction strategies that the TPB deemed required further study. It also examined a second set of other GHG reduction strategies that were not part of the CCMS but which show merit.* This study was completed in June 2024 and was presented to the TPB in October 2024.[10]
j. *Continued participation in the FHWA's Every Day Counts (EDC) program for finding ways to reduce GHG emissions from the on-road transportation sector.*
k. *Responded and replied to about 15 air-quality-related to technical data requests.*

25. *Technical assistance to state DOTs and regional transit agencies as part of the UPWP Technical Assistance program.*
26. *Transportation Resilience Planning*
    a. *Convened working group of regional stakeholders to advise on Phase II Resiliency Study that meets quarterly.*
    b. *Held first-ever National Capital Region Transportation Resilience forum, with over 60 participants.*
    c. *Initiated work on the regional Transportation Resilience Improvement Plan (TRIP), anticipated completion June 2024.*
    d. *Completed a risk-based vulnerability assessment and interactive mapping tool that outlines transportation infrastructure in the region most at risk to the impacts of natural hazards.*

[10] ICF, "Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies," Final Report (Metropolitan Washington Council of Governments, June 17, 2024), https://www.mwcog.org/events/2024/10/4/tpb-technical-committee/ and https://www.mwcog.org/documents/2024/10/18/implementation-considerations-for-on-road-greenhouse-gas-emissions-reduction-strategies/.

FY 2026 Regional Planning Priorities

In December 2021, USDOT issued planning emphasis areas for MPOs to consider in Unified Planning Work Programs.[11] Some of the focus areas include: emission reduction activities, Title VI activities, Complete Streets; Public Involvement; Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination; Federal Land Management Agency (FLMA) Coordination; Planning and Environment Linkages (PEL); and Data in Transportation Planning. This section provides a summary of how the work activities in this UPWP address these USDOT priority areas. In addition, Figure 5 on page 26 provides a crosswalk of how UPWP activities and deliverables support the TPB's policy priorities

EMISSIONS REDUCTION ACTIVITIES

TPB has had a long history and experience with reducing negative emissions and improving air quality in the region. As the region has come together to improve air quality in general, there have been many benefits gained by examining all the different ways to reduce harmful emissions. Although not a federal requirement, in its quest to improve overall air quality in general, in 2010, the TPB joined COG's action to set greenhouse gas (GHG) reduction targets. Over the last 15 years, the TPB completed four studies to evaluate strategies to address these targets:

- The What Would It Take? analysis in 2010,[12]
- The Multisector Working Group study in 2016,[13]
- The TPB Climate Change Mitigation Study (CCMS) of 2021,[14] [15] and
- The Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies (ICGHG) study, completed in June 2024 and presented to the TPB in October 2024.[16] [17]

These four studies identified various types of projects, programs, and policies that have the potential to reduce GHG and other emissions from the on-road transportation sector. Additionally, in 2022,

[11] Nuria Fernandez et al. to FHWA Division Administrators and FTA Regional Administrators, "2021 Planning Emphasis Areas for Use in the Development of Metropolitan and Statewide Planning and Research Work Programs," December 30, 2021, https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas.

[12] Monica Bansal and Erin Morrow, "What Would It Take? Transportation and Climate Change in the National Capital Region," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010), http://www.mwcog.org/uploads/pub-documents/qF5eXVw20110617114503.pdf.

[13] ICF International, "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region," Final Technical Report (Metropolitan Washington Council of Governments, January 31, 2016), https://www.mwcog.org/file.aspx?D=Uj%2fOvKporwCjlofmfR2gk7ay5EmBOb9a4UhR7cKKQig%3d&A=ITSIgZNdO1uWwMHJVzfUV1WIPhZ9IDhMGqWlEQSf9CM%3d.

[14] ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022), https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/.

[15] ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, June 3, 2022), https://www.mwcog.org/events/2022/5/18/tpb-climate-work-session/.

[16] ICF, "Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies," Final Report (Metropolitan Washington Council of Governments, June 17, 2024), https://www.mwcog.org/events/2024/10/4/tpb-technical-committee/ and https://www.mwcog.org/documents/2024/10/18/implementation-considerations-for-on-road-greenhouse-gas-emissions-reduction-strategies/.

[17] Michael Grant, "Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies," https://www.mwcog.org/events/2024/10/16/transportation-planning-board/.

TPB staff wrote a report summarizing the 11 scenario planning studies conducted by the TPB in the last 15 years.[18]

In October 2020, the TPB endorsed interim, non-sector-specific GHG reduction goals and climate resiliency goals. These include a 2030 interim, regional, non-sector specific GHG reduction goal of 50% below 2005 levels by 2030;[19] the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals. All of this work will also benefit the region as we are still a non-attainment area for ozone. Reaching these and other goals will require many changes, such as an increase in the share of the vehicle fleet that is zero emissions (such as electric vehicles) and a decrease in per-capita vehicle miles traveled (VMT) to affect an associated decrease in on-road vehicle emissions generated by vehicles using roads in the LRTP. Using various datasets, including periodic GHG emissions inventories developed by DEP staff and GHG inventories from the long-range transportation plan analysis, staff plan to continue to track progress toward meeting both the region's 2030 interim and the 2050 long-term (80% below 2005 levels) on-road transportation sector GHG reductions goals.

In November 2021, the TPB published results of its TPB Resiliency Study, including a white paper on regional transportation planning for resiliency and an inventory of current TPB member resiliency planning activities. The TPB will use this information as it implements future planning activities for transportation resiliency. Also, on the topic of emissions reduction and air quality planning, following up on the TPB Climate Change Mitigation Study (CCMS), the TPB set a series of GHG reduction targets specifically for the on-road transportation sector which are identical to the earlier non-sector sector-specific goals,[20] despite the findings from the CCMS that such large GHG reductions from the transportation sector would be very challenging to attain. In February 2022, the TPB members were surveyed about which GHG reduction strategies they could support.[21] Based on this survey, seven GHG reduction strategies received majority or plurality support,[22] and seven strategies were deemed not yet ready to be adopted by the TPB, thus requiring further study. [23] Those seven strategies, along with nine others (for a total of 16 strategies), were studied as part of the ICGHG study of 2024 (cited earlier). In FY 2026, the TPB staff plans to continue to work with COG's Department of Environmental Programs (DEP) to coordinate efforts to reduce mobile emissions, including the implementation of mobile emissions reduction strategies that have TPB support.

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[18] Kanti Srikanth and Stacy Cook, "A Summary of the TPB and COG Scenario Study Findings: Informing Planning for the Metropolitan Washington Region," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 9, 2022), https://visualize2045.org/plan-update/visualize-2050/.

[19] "Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases (TPB R8-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, October 21, 2020), https://www.mwcog.org/events/2020/10/21/transportation-planning-board/.

[20] "Resolution on the Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies (TPB R18-2022)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, June 15, 2022), https://www.mwcog.org/documents/2022/06/15/r18-2022-resolution-on-the-adoption-of-on-road-transportation-ghg-reduction-goals-and-strategies/.

[21] National Capital Region Transportation Planning Board, Climate Change Mitigation Goals and Strategies Questionnaire, interview by TPB staff, February 28, 2022, https://www.mwcog.org/events/2022/2/4/tpb-technical-committee/.

[22] See, for example, slide 9 of Mark S. Moran, "Climate Change Mitigation: Recent Efforts by the Transportation Planning Board to Establish Transportation-Sector Greenhouse Gas Reduction Goals and Strategies"; OR slide 6 of Kanti Srikanth, "Climate Change Elements Under Consideration by TPB: Transportation-Sector Greenhouse Gas Reduction Goals and Strategies," https://www.mwcog.org/events/2022/6/3/tpb-technical-committee/.

[23] See, for example, slide 10 of Moran, "Climate Change Mitigation: Recent Efforts by the Transportation Planning Board to Establish Transportation-Sector Greenhouse Gas Reduction Goals and Strategies"; OR slide 7 of Srikanth, "Climate Change Elements Under Consideration by TPB: Transportation-Sector Greenhouse Gas Reduction Goals and Strategies."

TITLE VI AND REACHING ALL POPULATIONS

Examples of TPB's activities to include everyone related to transportation in the TPB region include:

- Asking questions in surveys that inform regional planning.
- Developing performance measures and other analysis that inform planning.
- The TPB's Bicycle and Pedestrian plan identifies improvements and policies to encourage more walking and biking.
- The Access for All Advisory Committee provides input to the TPB on projects, programs, and services that are important to low-income individuals, minority communities, and persons with disabilities. The TPB has identified connectivity gaps in accessing essential services for older adults, people with disabilities, and those with low incomes in its Coordinated Human Service Transportation Plan, adopted by the TPB in May 2023. These unmet transportation needs are used to develop priorities for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program. COG serves as the designated recipient for this program in the Washington DC-Arlington-VA-MD Urban Area and the TPB solicits and selects the projects, which provide key access to essential services such as health care, education, employment, and recreation

COMPLETE STREETS AND SAFETY

TPB Resolution R3-2021, adopted in July of 2020, reaffirmed and codified the board's resolve to dramatically reduce the number of people killed and injured on the Region's roadways. Based on the findings of a regional roadway safety study commissioned by the TPB in 2019, the resolution urges TPB member jurisdictions and agencies to reaffirm road user safety as a top priority and to prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes on the Region's roadways. The resolution also established and funded an ongoing Regional Roadway Safety Program to provide short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues; this program will enter its sixth year in FY 2026.

PUBLIC INVOLVEMENT

Task 4 "Public Participation" includes all public involvement activities: outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the long-range transportation plan, TIP, and all other TPB activities. Virtual Public Involvement (VPI) tools have played an integral role in how the TPB has been conducting public involvement over the past few years, and the TPB will continue to use them wherever possible.

Most recently updated in October of 2020, the TPB's Participation Plan states the board's commitment to transparent communications and engagement with the public and with relevant agencies to support the regional transportation planning process. This includes communications and engagement to inform developing the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

The plan articulates the TPB's policy for public participation. It describes how members of the public can get involved and demonstrates how staff will work to meet and exceed federal requirements. Most importantly, this plan guides TPB staff interactions with the public so their public-facing work can: 1) reach as many people as inclusively as possible, and 2) collect meaningful input and build support to inform TPB plans and programs, and aid in decision making. The Participation Plan is required under federal laws and regulations pertaining to metropolitan planning. The plan builds on previous efforts designed to encourage participation in the TPB process and provide reasonable opportunities for residents and other interested agencies to be involved in the metropolitan transportation planning process.

As articulated in the Participation Plan, the TPB conducts an array of public engagement work. Some activities, such as the meetings of the Community Advisory Committee and Access for All Advisory Committee, occur on a recurring basis and are designed to provide regular and consistent feedback to the regional planning process. Other activities are intended to get input on specific, important TPB plans and actions. In 2020 and 2021, public engagement was particularly focused on the update of the region's long-range plan Visualize 2045. These activities included a representative public opinion survey, a serious of focus groups, and the solicitation of public comment on TPB priorities through QR code signs and posters. When TPB undertakes these types of activities, TPB will take into consideration concerns of underserved communities and seek to incorporate their voices and opinions into the TPB's planning products.

STRATEGIC HIGHWAY NETWORK (STRAHNET)/U.S. DEPARTMENT OF DEFENSE (DOD) COORDINATION

The region's Interstate highways and several key connecting links comprise the Strategic Highway Network in the TPB planning area, roadways that have long been of critical focus in the metropolitan transportation plan. TPB will continue and strengthen our attention to the operations and reliability of these key roadways, in coordination with federal partners.

FEDERAL LAND MANAGEMENT AGENCY (FLMA) COORDINATION

Upon approval, the Eastern Federal Lands Highway Division (EFLHD) of the U.S. Federal Highway Administration transmits its four-year TIP to be included in the TPB's TIP. The lists of projects in the District of Columbia, suburban Maryland, and Northern Virginia are placed in the respective parts of Appendix A of the TIP along with the programming tables of the DOTs and other implementing agencies in those three jurisdictions. It is by this inclusion, that EFLHD's projects are included in the appropriate STIP which is submitted for federal approval.

TPB staff also participate in the DC Programming Decisions Committee (PDC) to score and rank applications for the DC Federal Lands Access Program (FLAP).

PLANNING AND ENVIRONMENT LINKAGES (PEL)

The TPB's environmental consultation and mitigation activities provide resources and opportunities for environmental and historic agencies at the state and local levels to engage in the regional long-range transportation planning process.

Through TPB and COG committees and the public participation process, the TPB conducts a consultation effort during the development of the transportation plan that engages, as appropriate, state and local agencies responsible for land-use management, natural resources, environmental protections, conservation, and historic preservation. The consultation process includes a comparison of the transportation plans with state conservation plans or maps and inventories of natural or historic resources.

The TPB also must include a discussion of possible mitigation activities that may have the greatest potential to restore and maintain environmental functions, (see Appendix G of Visualize 2045 or the relevant "process document" of Visualize 2050, which is to be finalized in December 2025). The areas where mitigation efforts can be focused include neighborhoods and communities, cultural resources; wetlands and water resources; forested and other natural areas; endangered and threatened species; and air quality. State and local transportation agencies examine, document and implement any needed environmental mitigation actions at the individual project level.

An interactive map provides a regional-level resource to inform the relationship between transportation and environmental concerns. It is available online at: https://visualize2045.org/future-factor/climate-resiliency-and-environmental-health/.

The map allows the public and decision makers to view the natural resource data layers along with the transportation projects expected to be built by 2045 from the financially constrained element of this plan. By defining and inventorying environmental resources and data, the interactive map can be used to inform state and local agencies and the public about the relationship between the projects in the constrained element and environmental concerns at the regional scale.

DATA IN TRANSPORTATION PLANNING

Data management activities are carried out under Task 7.2 (Data Management and Visualizations). This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task as well as

across numerous programs. It also entails developing visualizations of these data, such as dashboards and interactive maps, as part of research and analysis activities. TPB completed an evaluation of Big Data and its potential to support planning and analysis across multiple programs. As an outcome of this study, TPB has acquired Big Data products as an ongoing investment in emerging and important Big Data sources that have great potential to support cross-program regional transportation planning, understanding, and decision-making. The Data Management and Visualization task also supports the continued development and maintenance of the Regional Transportation Clearinghouse (RTDC), which serves as a one-stop portal for staff and regional partners to access important regional datasets. Over the years, staff has collected transportation data from various sources, primarily member jurisdictions, state agencies, and transit authorities. The data have been organized and presented in the RTDC in an open format to improve access and data sharing between TPB members and other users in the region. Examples of data include traffic counts, transit, land use forecasts, bicycle and pedestrian, demographic and socioeconomic, bridge, pavement, and related system performance data, aviation, and roads, highways, and networks. This task also featured the launch of the TPB Resources and Applications Page (TRAP) last year. The TRAP catalogs many of the mapping applications, data visualizations and other products and datasets produced by the TPB. This resource will continue to be supported and developed on an ongoing basis.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance-based planning and programming is an articulated priority of the TPB as demonstrated in Activity 1: Performance-Based Planning and Programming in this UPWP. Ongoing processes have been established to address performance measures and targets in coordination with the three state DOTs, WMATA, and the local government public transportation operators in accordance with the federal planning regulations and performance management requirements for MPOs.

As included in the Metropolitan Planning Agreement (3C Agreement) approved by the Transportation Planning Board on April 18, 2018, in accordance with the latest federal metropolitan planning requirements as adopted in the FAST Act, the TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of the targets in the Plan.

The TIP includes funding under the Highway Safety Improvement Program for priority HSIP projects as programmed by the three states. Examples of HSIP programmed projects include impact attenuators, guardrails, upgrading traffic signal devices, work zone safety reviews, and improved signs and markings. The three states have processes for inclusion of safety-related projects as identified in their Strategic Highway Safety Plans and other state plans and documents. Safety improvements are also included within projects funded with non-HSIP funds and through other state and federal sources, such as the Transportation Alternatives Program Block Grants, including Safe Routes to School grants, and CMAQ and maintenance projects, all of which will provide benefits that contribute to improved safety performance. Thus, the funding and the program of projects in the TIP will enable the TPB to achieve the region's safety performance targets.

The TIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; track and rail yard maintenance and improvements; and maintenance of passenger facilities. Each of the three states and WMATA have adopted Transit Asset management plans which are included in their respective STIPs. Transit Asset Management category projects are also supported by non-FTA

sources such as state and local funding, WMATA Insurance Proceeds, and flexible CMAQ and STP funding. The funding and the program of projects in the TIP will enable the TPB to achieve the region's transit asset management performance targets.

REGIONAL POLICY FRAMEWORK AND PRIORITIES

The TPB's LRTP seeks to respond to both federal requirements and its own adopted set of policy goals and priorities. To a large extent, federal and regional goals intersect. The TPB has worked continually to develop and adopt a set of consensus-based policy goals and priorities to inform local decision making on the types of projects, programs and polices it seeks for its LRTP and TIP. The Vision, adopted in 1998, is the overarching policy document that describes regional goals and objectives as well as strategies to achieve them. This vision informed the 2014 Regional Transportation Priorities Plan. The vision and goals focus on multimodal transportation solutions that give people greater choice in finding the travel mode that works best for them. It emphasizes the important role of land-use, especially strengthening the region's Activity Centers by providing high quality connections between centers and improving non-auto travel options within them. System maintenance is also paramount, recognizing that our existing roadways and transit systems must be in a state of good repair to be safe, efficient, and reliable.

In 2020, a safety resolution established that safety for all modes of transportation is a regional priority which will be monitored and analyzed through performance-based planning and programming with an emphasis on aspirational safety goals associated with Vision Zero and Towards Zero Deaths.

PROMOTE VISUALIZE 2045 ASPIRATIONAL INITIATIVES

In December 2017 and January 2018, the TPB endorsed seven Aspirational Initiatives recommended by the Long-Range Plan Task Force with the potential to significantly improve the performance of the region's transportation system. These seven Aspirational Initiatives are included in Visualize 2045 (2018) as the aspirational element, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals. To support implementation of these initiatives, TPB staff have met with TPB member jurisdictions and transit agencies to discuss the projects, programs, and policies that the members are advancing that align with the Aspirational Initiatives, and how TPB can support its members in doing so. TPB staff also worked on follow-up to TPB Resolution R10-2019 which directed staff to conduct activities related to the implementation of three of the Aspirational Initiatives:

- Improve walk and bike access to transit – Staff developed and refined a network analysis to identify walksheds around high-capacity transit stations. Staff have shared with various committees the online 'walksheds analysis' tool that can be used by anyone in the region. Staff is conducting outreach to technical staff at the local jurisdictions.
- Complete the National Capital Regional Trail Network – Staff implemented a work program for expanding the regional trail network to cover the entire TPB region, as a network.
- Provide more telecommuting and other options for commuting -- Commuter Connections Program launched the IncenTrip app on August 28, 2020. Staff also conducted other activities related to Travel Demand Management (TDM).

COG staff (who are not explicitly TPB staff) worked on activities to address another of the seven initiatives— "Bring jobs and hosing closer together." The Housing Initiative has been underway to identify how to work together as a region to build 100,000 more housing units over the next decade in the region's Activity Centers. Resolution R10-2019 also encouraged regional coordination activities, led by TPB partners, to promote implementation of the initiatives "Expand bus rapid transit (BRT) regionwide," and "Expand the express highway network." COG staff made recommendations to the COG board regarding three regional housing targets. In September, the COG Board voted unanimously to endorse the three housing targets.

Supporting the Initiative, Bring Jobs and Housing Closer Together, the COG issued a Certified Resolution R46-2021 - endorsing high-capacity transit station areas (HCTs) as a key planning concept and tool. The TPB endorsed these concepts also, supporting the COG resolution with TPB Resolution R4-2022.

The Visualize 2045 Voices of the Region survey, focus groups, and, the Aspiration to Implementation event each, in some way, provided data, insights, and information to promote or support planning for the concepts behind the Aspirational Initiatives. For example, the survey asked questions about public opinion regarding transportation enhancements such as the use of dedicated lanes for bus rapid transit. The Aspirations to Implementation event was designed to help the TPB better understand and communicate about how the concepts behind the endorsed initiatives impact the lives of people living in the region.

REGIONAL COORDINATION BEYOND TRADITIONAL BOUNDARIES

As a multi-state MPO, the TPB fully embraces the need for regional cooperation and coordination across state and agency boundaries. Each work activity in this UPWP reflects regional coordination between jurisdictions and agencies in Virginia, Maryland, and the District of Columbia, notably in developing performance measures and targets, the unfunded regional priority projects, MATOC, congestion management, safety, public transportation, and freight. The TPB coordinates with MPOs near its planning area, such as FAMPO, the Calvert-St. Mary's Metropolitan Planning Organization (C- SMMPO), and the Baltimore Regional Transportation Board (BRTB). With regards to air quality conformity analysis, transportation projects and land use forecasts from these other MPOs are reflected in the technical analysis. Formal agreements on the coordination and consultation processes for transportation planning exist with FAMPO and C SMMPO, as described above under "Responsibilities for Transportation Planning."

The TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The Commonwealth of Virginia General Assembly established the Virginia Association of Metropolitan Planning Organizations (VAMPO) effective July 1, 2009, through House Joint Resolution No. 756 to provide education, information and opportunities for cooperation among Virginia's Metropolitan Planning Organizations and among state, federal and community officials. The TPB is an active participant and a voting member of VAMPO. VAMPO's mission is "Moving Virginia forward by enhancing, promoting, and supporting the regional transportation planning process of the Commonwealth's MPOs."

The TPB's Transportation and Land-Use Connections (TLC) program continues to improve the coordination between land use and transportation planning in the region. The Public Transportation Subcommittee plays a key role in fostering cooperation and coordination among the many public

transit providers in the region. COG has been designated by the governors of Maryland and Virginia and the mayor of the District of Columbia to coordinate with the state DOTs in the development of an agency to oversee Metrorail safety, as required under MAP-21.

Figure 5: Selected FY 2025 UPW6 Work Activities and Planning Policy Focus Areas[24]

No.	UPWP Work Activities	Accessibility / Connectivity	Environment	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
1	Transportation Land Use Connections Program (Task 9.4)	✓	✓	✓			✓	✓		
2	Transportation Alternatives Set Aside Program (Task 9.3)	✓	✓	✓			✓	✓		
3	Enhanced Mobility Grant Program (Task 9.1)	✓		✓				✓		
4	Regional Roadway Safety Program (Task 9.2)				✓			✓	✓	✓
5	Transit Within Reach Program (Task 11)	✓	✓	✓			✓	✓		
6	Regional Air Quality Conformity Analysis (Task 6.1)		✓			✓				
7	Visualize 2045 Plan Performance Measure Dashboard (Task 1.3)	✓	✓	✓		✓	✓	✓		
8	Visualize 2050 development (Task 1.3)	✓	✓	✓	✓	✓	✓	✓	✓	✓
9	Resiliency - Coordination, TRIP, inland flooding analysis/mapping, subcommittee (Task 3.8)		✓			✓				✓
11	State of Public Transportation Report (Task 3.7)	✓		✓	✓	✓		✓	✓	✓
12	National Capital Trail Network Update (Task 3.6)	✓				✓	✓	✓		✓
13	Coordinate implementation of Transportation-Sector Emissions Mitigation Strategies (Task 6.2)		✓	✓		✓	✓	✓	✓	
14	Travel Demand Forecasting: Production-Use & Developmental Models (Task 5.2)	✓	✓	✓		✓	✓	✓		

[24] Excludes regular committee meetings that provide input and oversight of all the activities of the TPB.

No.	UPWP Work Activities	Accessibility / Connectivity	Environment	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
15	Mobile Emissions Inventory and Planning (Task 6.2)		✓			✓			✓	
16	Performance-Based Planning and Programming Analysis and Target Setting (Task 1.3) and Congestion Management Process (Task 7.3)		✓	✓	✓	✓		✓	✓	✓
17	Inventorying and Planning for Transit Electrification (Task 3.7)		✓	✓	✓	✓		✓	✓	
18	Regional Intelligent Transportation Systems (ITS) Architecture (Task 3.3)			✓	✓			✓	✓	✓
19	Bicycle and Pedestrian Planning Professional Development/Best Practices Forums (Task 3.6)	✓		✓	✓	✓				✓
20	Transit Private Providers Forum (Task 3.7)			✓				✓		
21	Travel Surveys and Travel Trends Analysis, Studies and Research, Data Management, and Visualizations (Tasks 7.1 and 7.2)	✓	✓	✓	✓	✓	✓	✓	✓	✓
22	Coordination of land use and regional transportation planning, including Cooperative Forecasts (Task 8.1)	✓	✓	✓	✓	✓	✓	✓		
23	Technical Assistance Program (Task 11)	✓		✓	✓		✓	✓		✓

Federal Metropolitan Planning Provisions

The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning** Rule was issued on May 27, 2016. The planning rule updates federal surface transportation regulations with changes adopted in the MAP–21 and the FAST Act. For MPOs, such as the TPB, the most significant change is the performance-based planning and programming requirements which must be adopted by May 27, 2018 and included in all subsequent TIPs and long-range plans. This UPWP will provide for an ongoing review of the metropolitan planning provisions and USDOT guidance with consideration of what additional work activities may be called for. The TPB must respond to any guidance on how MPOs should implement the provisions. As new USDOT planning regulations or guidance are released, the UPWP will integrate such new work activities. The TPB will work with the state DOTs, public transit providers and other stakeholders to identify any specific changes or amendments that will be necessary to address them.

II. PROPOSED FY 2026 TPB WORK PROGRAM AND BUDGET

Program Structure

The TPB is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. The tasks to be completed under each of the activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments, and supplementary consultant support.

The work program identifies the major work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The next several pages provide revenue and expenditure tables, and a series of figures which illustrate the relationship between and among the TPB work activities. The order of the tasks is deliberate with the federal regulatory requirements identified most prominently followed by the subsequent tasks providing support for elements of those requirements.

The federally required metropolitan planning process ties back to laws, regulations, policies, and executive orders that specify requirements and standards to be met as part of this process. This work program identifies the work activities that will be undertaken to meet these requirements, and the activities identified in this work program will comply with all applicable laws, regulations, policies, and executive orders as a result.

1. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning,** includes activities related to the development of Visualize 2050 (the latest version of the long-range transportation plan), activities to support Performance Based Planning and Programming requirements, activities to maintain federal compliance, and activities to implement policy board directed activities. The current plan, Visualize 2045, identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. The 2022 Update to Visualize 2045 was approved in June 2022, and strategic implementation including a focus on the aspirational element continues. Visualize 2050, is scheduled to be completed in FY 2026 and this update will be the focus of the year’s activities.

2. TRANSPORTATION IMPROVEMENT PROGRAM

The second major activity, the **Transportation Improvement Program** (TIP), provides support to update, amend, modify, and enhance the TPB’s TIP. In FY 2019, TPB procured a consultant to develop a new iTIP Database, called Project InfoTrak, which provides a complete upgrade and overhaul to the project database information system. In FY 2025, work continues to refine and enhance the long-range transportation plan, TIP project, and conformity record database, including a GIS database.

3. MULTI-MODAL PLANNING

The third major element, **Multi-Modal Planning**, considers the following aspects of metropolitan transportation planning, and their support of regional long-range transportation plan and program development, in conjunction with federal FAST, MAP-21, and IIJA requirements:

- Systems performance, operations, and technology (SPOT) planning;
- Transportation emergency preparedness planning;
- Transportation safety planning;
- Bicycle and pedestrian planning;
- Regional public transportation planning;
- Transportation resiliency planning;
- Freight planning; and
- Planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

A key objective is to provide opportunities for regional consideration, coordination, and collaborative enhancement of planning for each of these elements. Also included for all elements will be outreach to members, stakeholders, and subject matter experts, to gather information to advise future planning and committee activities.

4. PUBLIC PARTICIPATION

The fourth major activity, **Public Participation**, includes all public involvement activities: outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the long-range transportation plan, TIP, and all other TPB activities.

5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, consists of developing, maintaining, supporting, and improving the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. This work activity includes preparing the inputs, such as transportation networks, for the regional travel demand model and also includes developmental work, both to improve the production-use travel model (trip-based, Gen2 Model) and also to prepare the developmental travel model (activity-based, Gen3 Model) for eventual use in production work.

6. MOBILE EMISSIONS AND EMISSIONS REDUCTION PLANNING

The sixth major activity, **Mobile Emissions and Emissions Reduction Planning**, consists of maintaining and applying the adopted, production-use TPB travel demand model and the EPA Motor Vehicle Emissions Simulator (MOVES) model to forecast air pollution emitted by on-road motor vehicles. This activity includes the air quality conformity analysis of the LRTP and TIP, technical support for the LRTP (such as with performance analysis of the LRTP), and technical work supporting

state environmental planning activities, such as emissions reduction planning pertaining to the on-road transportation sector.

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

The seventh major activity, **Transportation Research and Data Programs**, provides empirical travel research, data, visualizations, and documentation on regional travel trends and behavior. This includes information from traffic counts, high occupancy vehicle (HOV) monitoring, regional travel surveys, TPB's Congestion Management Process (CMP) and other travel trend analysis activities. This activity includes data management, development of data visualizations, and GIS technical support for all planning activities across the department and maintaining the Regional Transportation Data Clearinghouse.

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

The eighth major activity, **Regional Land Use and Transportation Planning Coordination,** includes coordination of local, state, and federal planning activities, develops population, household, and employment forecasts that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

9. COMPLETE STREETS MOBILITY AND ENHANCEMENT PROGRAMS

The TPB solicits and selects projects for four programs. The ninth major activity, **Complete Streets Mobility and Enhancement Programs,** captures the efforts involved in soliciting and selecting projects for the FTA "Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities" program, the Regional Roadway Safety Program (RRSP), the FHWA Transportation Alternatives Set-Aside Program (TAP), and the TPB's Transportation Land-Use Connections Program (TLC).

10. TPB MANAGEMENT AND SUPPORT

The tenth major activity, **TPB Management and Support**, includes the staff and administrative management to provide support for the meetings of TPB, its committees and special work groups, and developing and administering the annual UPWP.

11. TECHNICAL ASSISTANCE PROGRAM

The eleventh major activity, **Technical Assistance Program,** responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)

Finally, the **Continuous Airport System Planning (CASP)** Program conducts ground access planning studies and analyses for airport and airport-serving facilities in the region.

Work Activity Budgets

The funding level for the TPB's FY 2026 Basic Work Program is assumed to be approximately the same as the FY 2025 level, since the FY 2025 UPWP was the first UPWP to capture all of the additional funding from the IIJA. The proposed budget levels for the 11 activities by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 1 on the next page. The proposed expenditures for each of these 11 tasks are identified in Table 2. A detailed breakdown of staffing, consultant costs, and other budgetary requirements is provided in Table 3. The TPB committee structure is shown in Figure 6. The TPB committee or sub-committee responsible for the activities listed in Figure 7 are shown under the descriptions for each task in Section III. Figure 8 illustrates the relationship between and among the TPB work activities.

Table 1: Revenue - FY 2026 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2025, to June 30, 2026)

	FTA SECT 5303	FHWA PL FUNDS	FHWA PL FUNDS	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE & ACCESSIBLE TRANSP. OPTIONS SET-ASIDE[1]	CASP 90% FAA & 10% LOCAL SPR 80% FHWA & 20% LOCAL	TOTALS
DDOT ALLOCATIONS					
NEW FY 2026	$873,312	$3,028,279	$77,648		$3,979,239
PRIOR UNEXPENDED	$267,234	$1,037,742	$0		$1,304,976
CARRYOVER FY 2025	$80,418	$309,340	$0		$389,758
SUBTOTAL – DC	**$1,220,964**	**$4,375,361**	**$77,648**		**$5,673,973**
MDOT ALLOCATIONS					
NEW FY 2026	$1,936,376	$5,378,304	$137,689		$7,452,369
PRIOR UNEXPENDED	$798,561	$1,876,058	$0		$2,674,619
CARRYOVER FY 2025	$204,326	$560,093	$0		$764,419
SUBTOTAL – MD	**$2,939,263**	**$7,814,455**	**$137,689**		**$10,891,407**
VDRPT & VDOT ALLOCATIONS					
NEW FY 2026	$1,815,860	$4,734,884	$121,407		$6,672,151
PRIOR UNEXPENDED	$679,118	$1,844,285	$0		$2,523,403
CARRYOVER FY 2025	$180,192	$465,632	$0		$645,823
SUBTOTAL – VA	**$2,675,170**	**$7,044,800**	**$121,407**		**$9,841,377**
TOTAL FHWA/FTA FUNDING ALLOCATIONS					
NEW FY 2026	$4,625,548	$13,141,466	$336,744		$18,103,759
PRIOR UNEXPENDED	$1,744,913	$4,758,085	$0		$6,502,998
CARRYOVER FY 2025	$464,936	$1,335,064	$0		$1,800,000
SUBTOTAL – FHWA-FTA	**$6,835,397**	**$19,234,616**	**$336,744**		**$26,406,756**
TOTAL BASIC UPWP	**$6,835,397**	**$19,234,616**	**$336,744**		**$26,406,756**
FAA - CASP PROGRAM				$584,793	**$584,793**
State Planning & Research (SPR)				$248,000	**$248,000**
GRAND TOTAL UPWP	**$6,835,397**	**$19,234,616**		**$832,793**	**$27,239,549**

1. The November 15, 2021 Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
2. "New FY2026" funding amounts are yet to be confirmed by the DOTs and are likely to change.
3. "Prior Unexpended" funding amounts are from FY 2024 UPWP and are yet to be confirmed by funding agencies and may change.
4. "Carryover FY2025 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2025 UPWP are not anticipated to be spent in FY 2025. As such, these funds will be carried over to the FY 2026 UPWP and used to perform Core program and Technical Assistance activities.

Table 2: FY 2026 UPWP Expenditures

WORK ACTIVITY	FY 2026 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Transportation Planning	$1,921,628
2. Transportation Improvement Program	$723,377
3. Multimodal Planning	$3,625,639
4. Public Participation	$748,137
5. Travel Forecasting	$3,781,835
6. Mobile Emissions and Emissions Reduction Planning	$3,348,133
7. Transportation Research and Data Programs	$7,000,947
8. Regional Land Use and Transportation Planning Coordination	$1,205,181
9. Mobility and Enhancement Programs (EM, TLC, TAP, RSP)	$807,498
10. TPB Management and Support	$1,652,699
Sub-total: Core Program	**$24,815,077**
TECHNICAL ASSISTANCE	
A. District of Columbia	$302,828
B. Maryland	$537,830
C. Virginia	$473,488
D. Public Transportation (D.C./MD/VA Combined)	$277,533
Sub-total: Technical Assistance Program	**$1,591,680**
Total - Basic UPWP	**$26,406,756**
OTHER TPB PROGRAMS	
1. Continuous Airport System Planning (CASP) [1]	$584,793
2. State Planning & Research Program (For DDOT) [2]	$248,000
Sub-total: CASP and SPR	**$832,793**
GRAND TOTAL UPWP	**$27,239,549**

1. **CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of the CASP program.**
2. **SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program.**

Table 3: TPB FY 2026 Work Program by Funding Sources

UPWP - Work Activity	COG Labor Cost: DTP Staff	COG Labor Cost: Other Staff	Total COG Staff	COG Labor Fringe Cost	Supplemental Labor: Interns	Supplemental Labor: Temps	Total Labor & Fringe Cost	Total Indirect Cost	Direct Costs (Implementation): Computers, Data	Direct Costs (Implementation): Studies Programs	Direct Costs (Implementation): Other Costs	Total Prgrm. (Implmntn.) Direct Cost	Grand Total Cost
CORE PROGRAMS													
1. Long-Range Transportation Planning	$697,472	$0	*$697,472*	$181,622	$0	$0	*$879,094*	$471,634	$5,000	$539,000	*$26,900*	**$570,900**	**$1,921,628**
2. Transportation Improvement Program	$231,011	$0	*$231,011*	$60,155	$0	$0	*$291,166*	$156,211	$255,000	$0	*$21,000*	**$276,000**	**$723,377**
3. Multimodal Planning	$1,199,582	$40,055	*$1,239,638*	$322,802	$0	$0	*$1,562,439*	$838,249	$7,500	$1,100,585	*$116,866*	**$1,224,951**	**$3,625,639**
4. Public Participation	$209,716	$0	*$209,716*	$54,610	$0	$0	*$264,326*	$141,811	$2,000	$220,000	*$120,000*	**$342,000**	**$748,137**
5. Travel Forecasting	$1,256,237	$0	*$1,256,237*	$327,124	$0	$0	*$1,583,362*	$849,474	$536,000	$650,000	*$163,000*	**$1,349,000**	**$3,781,835**
6. Mobile Emissions	$1,256,142	$115,400	*$1,371,541*	$357,149	$0	$0	*$1,728,690*	$927,442	$142,000	$390,000	*$160,000*	**$692,000**	**$3,348,133**
7. Transportation Research and Data Programs	$1,288,826	$0	*$1,288,826*	$335,610	$0	$0	*$1,624,436*	$871,510	$1,315,000	$3,125,000	*$65,000*	**$4,505,000**	**$7,000,947**
8. Regional Land Use and Transportation Planning Coordination	$126,875	$304,386	*$431,261*	$112,300	$0	$0	*$543,561*	$291,620	$75,000	$200,000	*$95,000*	**$370,000**	**$1,205,181**
9. Mobility Enhancement Programs	$141,107	$0	*$141,107*	$36,744	$20,000	$0	*$197,851*	$106,147	$1,000	$480,000	*$22,500*	**$503,500**	**$807,498**
10. TPB Support and Management	$526,574		*$526,574*	$137,120	$20,000	$0	*$683,694*	$366,802	$2,500	$350,936	*$248,767*	**$602,203**	**$1,652,699**
UPWP Core Program Total	$6,933,543	$459,840	*$7,393,383*	$1,925,237	$40,000	$0	*$9,358,620*	$5,020,900	$2,341,000	$7,055,521	*$1,039,033*	**$10,435,554**	**$24,815,077**
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$40,000	*$262,828*	**$302,828**	**$302,828**
B. Maryland	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$495,000	*$42,830*	**$537,830**	**$537,830**
C. Virginia	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$370,000	*$103,488*	**$473,488**	**$473,488**
D. Public Transportation	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$250,000	*$27,533*	**$277,533**	**$277,533**
Technical Assistance Program Total	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	**$1,155,000**	*$436,680*	**$1,591,680**	**$1,591,680**
Total Basic Program	**$6,933,543**	**$459,840**	***$7,393,383***	**$1,925,237**	**$40,000**	**$0**	***$9,358,620***	***$5,020,900***	**$2,341,000**	**$8,210,521**	***$1,475,713***	**$12,027,234**	**$26,406,756**
OTHER PROGRAMS													
Continuous Air Systems Planning	$141,809	$0	*$141,809*	$36,927	$0	$0	*$178,736*	$95,892	$0	$300,000	*$10,165*	**$310,165**	**$584,793**
State Planning & Research Program (DC)	$81,349	$0	*$81,349*	$21,183	$0	$0	*$102,532*	$55,009	$0	$90,459	*$0*	**$90,459**	**$248,000**
GRAND TOTAL	**$7,156,701**	**$459,840**	**$7,616,541**	**$1,983,347**	**$40,000**	**$0**	***$9,639,888***	***$5,171,800***	**$2,341,000**	**$8,600,980**	***$1,485,878***	**$12,427,857**	**$27,239,549**

Figure 6: Major Components of UPWP Work Activities

1. LONG-RANGE TRANSPORTATION PLANNING

- 1.1 Visualize 2045 Implementation
- 1.2 Visualize 2050 Development, Implementation
- 1.3 Performance-Based Planning and Programming
- 1.4 Federal Compliance
- 1.5 Policy Board-Directed Activities

2. TRANSPORTATION IMPROVEMENT PROGRAM

- 2.1 Transportation Improvement Program
- 2.2 TIP Database Support

3. MULTI-MODAL PLANNING

- 3.1 Systems Performance, Operations, and Technology Planning
- 3.2 Transportation Emergency Preparedness Planning
- 3.3 Transportation Safety Planning
- 3.4 Bicycle and Pedestrian Planning
- 3.5 Regional Public Transportation Planning
- 3.6 Freight Planning
- 3.7 Metropolitan Area Transportation Operations Coordination Program Planning
- 3.8 Resiliency Planning

4. PUBLIC PARTICIPATION

- 4.1 Public Participation and Outreach
- 4.2 Communications

5. TRAVEL FORECASTING

- 5.1 Network Development
- 5.2 Model Development and Support

6. MOBILE EMISSIONS AND CLIMATE CHANGE PLANNING

- 6.1 Air Quality Conformity & Other Activities Associated with the LRTP
- 6.2 Mobile Emissions Analysis & Emissions Reduction Planning

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

- 7.1 Transportation Research and Analysis
- 7.2 Data Management and Visualization Services
- 7.3 Congestion Management Process

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

9. COMPLETE STREETS MOBILITY AND ENHANCEMENT PROGRAMS

- 9.1 Enhanced Mobility Grant Program
- 9.2 Regional Roadway Safety Program
- 9.3 Transportation Alternatives Program
- 9.4 Transportation and Land Use Connection Program

10. TPB MANAGEMENT AND SUPPORT

- 10.1 TPB Committees Support and Management and UPWP

11. TECHNICAL ASSISTANCE PROGRAM

- 11.1 DDOT
- 11.2 MDOT
- 11.3 VDOT
- 11.4 Regional Transit Technical Assistance

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)

Figure 7: TPB Committee Structure

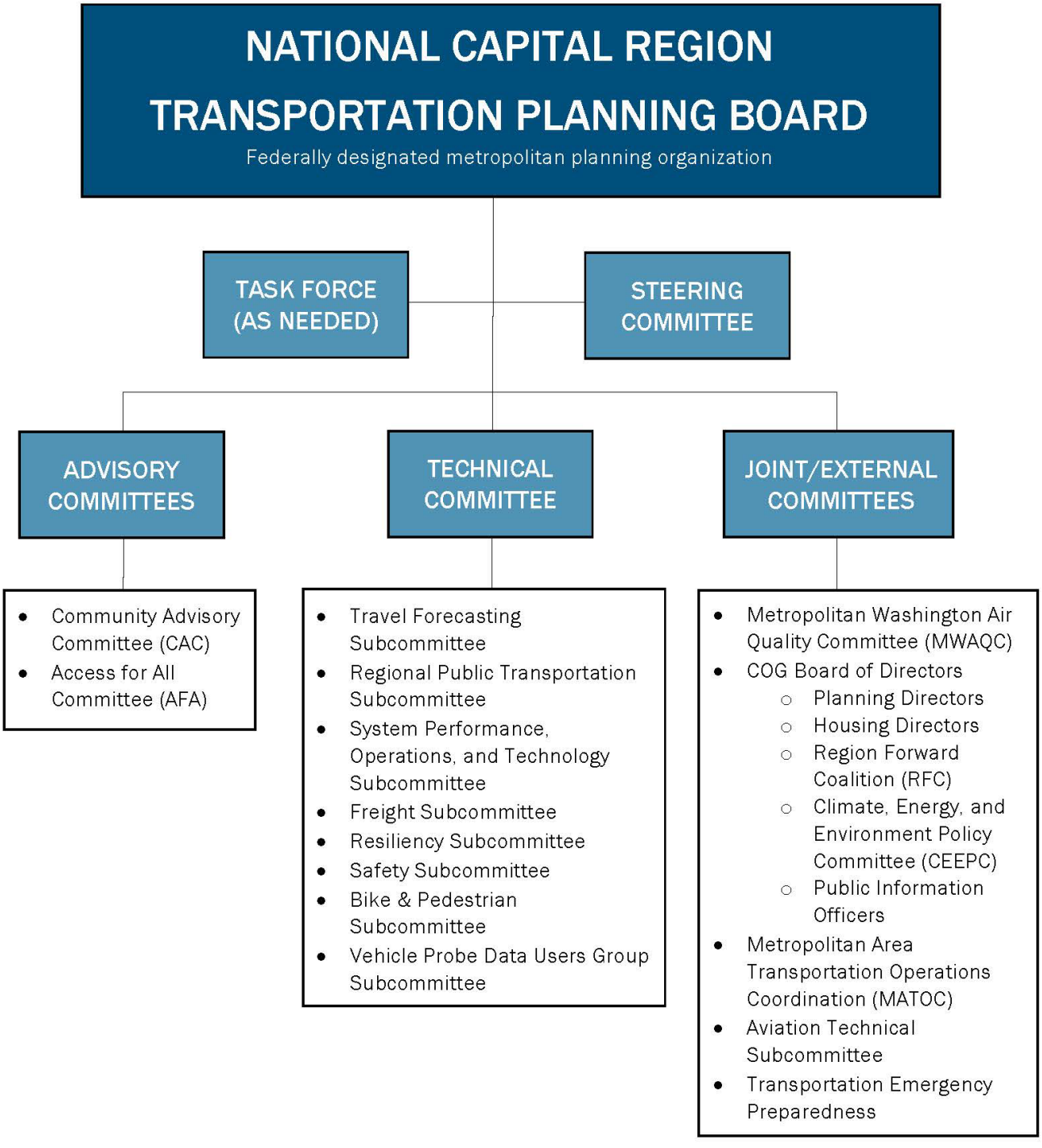
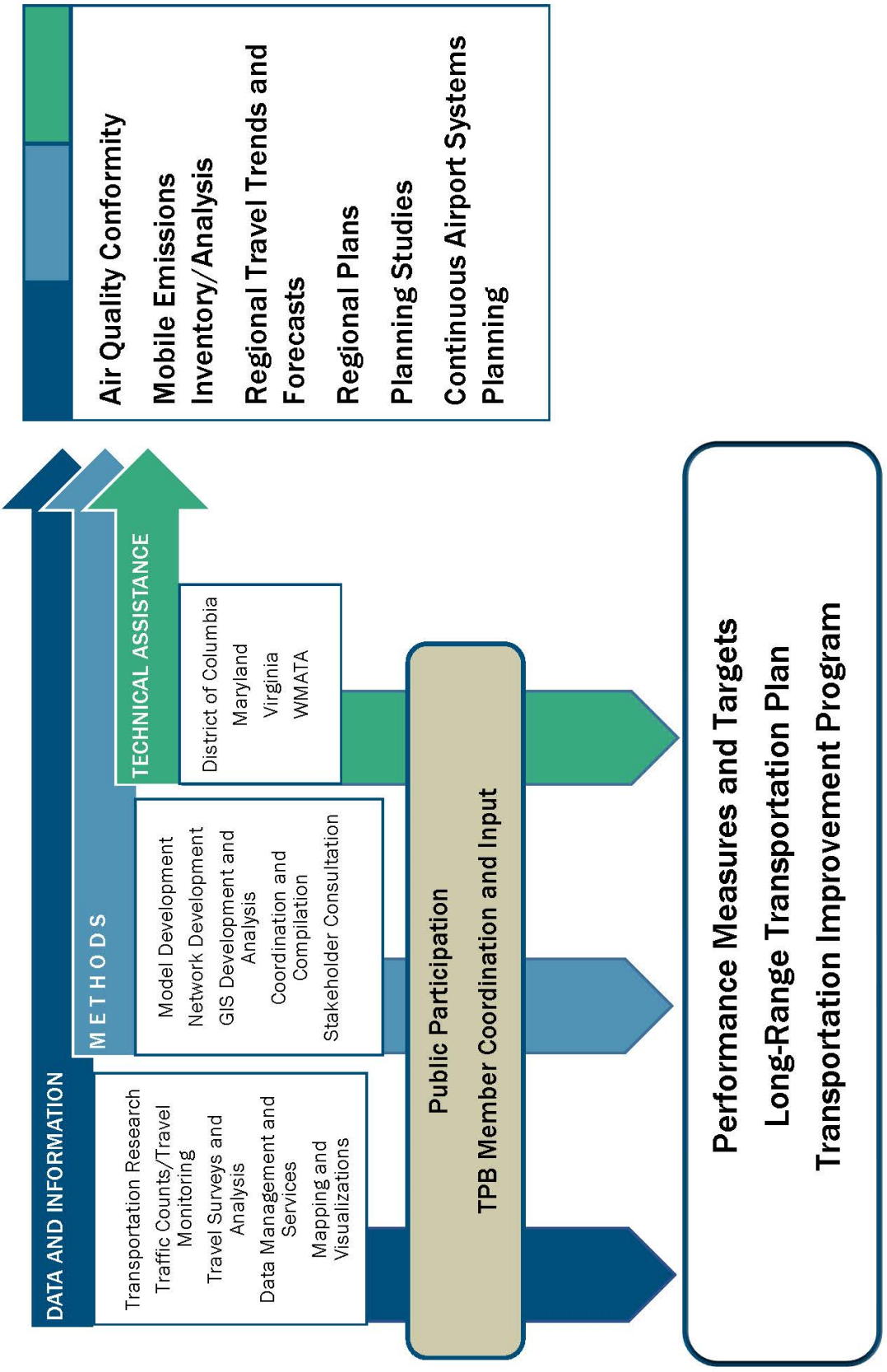


Figure 8: Overview of Planning Products and Supporting Processes



III. MAJOR WORK ACTIVITIES

1. Long-Range Transportation Planning

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Visualize 2050 – continue plan update** • **Conduct supporting analysis for the plan** • **Visualize 2045 plan implementation**
TOTAL COST ESTIMATE	**$1,921,628**

1.1 VISUALIZE 2045 IMPLEMENTATION

Visualize 2045 (2022) is the federally required long-range transportation plan for the National Capital Region. It identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public "visualize" the region's future under current plans. The plan was approved in June 2022 and this activity describes work to support implementation and the Visualize 2045 activities related to the next plan update, called Visualize 2050.

- Conduct general coordination and outreach to members to help members understand and implement the plan and the priority strategies supported by the TPB.
- Conduct analysis as necessary to support the TPB priorities and identify progress made towards accomplishing them.

1.2 VISUALIZE 2050 DEVELOPMENT, IMPLEMENTATION

TPB staff will also undertake other activities to advance the development of the next long-range transportation plan called Visualize 2050.

- Provide opportunities for consideration, coordination, and collaborative enhancement of the TPB's metropolitan transportation plan.
- Communicate to Board and other stakeholders the key planning activities for the next plan update, Visualize 2050. This update is expected to be completed by the end of the calendar year with adoption in December 2025.
- Conduct coordination across all tasks to support plan development among internal staff, external stakeholders, and consultants.
- Conduct planning and coordination activities related to PBPP and the federal planning factors.
- Publish the draft plan for public review and comment anticipated in the fall 2025.
- Revise the draft plan as needed for final presentation to the Board for approval.

- Publish the approved plan and promote implementation of plan priorities.

1.3 PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP)

Federal surface transportation law, as developed in MAP-21 and continued under the FAST Act, calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. States and MPOs must integrate performance-based plans into their planning process, including goals, objectives, performance measures, and targets, either directly or by reference. USDOT has established performance measures and subsequently states and public transportation providers have established performance targets in support of updated measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, Visualize 2045 and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The MPO reviews targets to track progress towards attainment of critical performance outcomes for the MPO region.

- Develop data and reports for the TPB's setting and tracking of federally specified PBPP targets, in accordance with Letters of Agreement that have been signed between TPB and partner agencies.
- Coordinate with the states and public transportation providers on data collection and sharing, targets, and federally required reporting.
- Set annual highway safety targets.
- Set regional annual transit safety targets.
- Report on performance in relation to previously set targets, as required.
- Support TPB as it reviews data and sets required targets.
- Enhance availability, visualization, and mapping (GIS) of performance-based information on the TPB website, in conjunction with Task 7.

1.4 FEDERAL COMPLIANCE

The TPB has federal responsibilities, and this task supports work to maintain compliance with those requirements.

- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.
- Document key regional transportation planning activities conducted as part of the process to develop the Visualize 2050 plan.

1.5 POLICY BOARD-DIRECTED ACTIVITIES

The TPB is a policy board that can take action on a variety of transportation planning and policy initiatives. This task will support any activities that the Board directs staff to do.

- Update plan with targeted completion date of December 2025.
- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas.
- Carry out additional activities as directed by the TPB.

2. Transportation Improvement Program

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **FY 2026-2029 TIP** • **Maintain and continue to tailor the iTIP Database (Project InfoTrak) to meet the needs of staff and members**
TOTAL COST ESTIMATE	**$723,377**

2.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROGRAMMING

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next six years for distributing federal, state, and local funds for state and local transportation projects. This activity will encompass the following work tasks in FY 2026:

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Enhance documentation of the TIP with additional analysis as a part of the long-range transportation plan/TIP publications and the Visualize 2050 website.
- Provide public access to long-range plan and TIP project data through an improved online searchable database with integrated GIS project mapping.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding fiscal year compared against the federal funding programmed for that year in the TIP of record.
- Prepare for FY 2026-2029 TIP inputs and TIP approval scheduled for December 2025.

Performance Based Planning and Programming
Under the performance planning provisions, the TIP shall do the following, in coordination with Visualize 2045:

- Contain projects consistent with the metropolitan transportation plan.
- Reflect investment priorities from the metropolitan transportation plan.
- Be designed to make progress toward achieving transportation system performance targets.
- Describe the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan.
- Link investment priorities to performance targets.

2.2 TIP DATABASE SUPPORT

TPB developed the iTIP Database, called Project InfoTrak (PIT), which provides a complete upgrade and overhaul to the project database information system. This system integrates current functionality into one enhanced, unified, user-friendly, customizable system that is branded with COG and TPB styles. The system has the ability to add or change fields, forms, queries and reports to respond to data requests or changes to requirements and incorporates GIS mapping of projects into the system. This allows for data to be exported and used in other ArcGIS applications. The system allows the many data input users to provide automated data transfers to the extent possible. The system includes searchable data sets for the public, TPB members, federal approval agencies, and other stakeholders to query and interact with using maps, reports and charts. These are the work activities that will be undertaken to support this task.

- Provide additional customizations to the system's forms, reports, and functionality.
- Provide assistance and guidance in using the Project InfoTrak system for the amendments and the new iteration of the plan.
- Provide ongoing help desk service for TPB staff and agency users to troubleshoot any technical issues that arise.
- Assist state DOT and other agency users with large-scale data transfer requests for major TIP amendments.

3. Multi-Modal Planning

OVERSIGHT	**Various (see below)**
MAJOR PRODUCTS	**See program-specific products below**
TOTAL COST ESTIMATE	**$3,625,639**

3.1 SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY PLANNING

OVERSIGHT	**Systems Performance, Operations, and Technology Subcommittee (SPOTS)**
MAJOR PRODUCTS	• **Regional ITS architecture maintenance** • **Documentation for FAST Act performance and target reporting requirements**

This task addresses requirements for Regional Transportation Systems Management and Operations (RTSMO) and related technology.

This task includes:

- Conduct regional planning activities regarding regional transportation systems management and operations (RTSMO) and emerging technologies, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Conduct Traffic Incident Management (TIM) planning as a component of RTSMO.
- Conduct regional planning activities regarding connected/autonomous vehicles (CAVs).
- Compile information on ITS and CAV deployments in the region.
- Maintain the Regional Intelligent Transportation Systems (ITS) Architecture.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS).

3.2 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

OVERSIGHT	**COG Transportation Emergency Preparedness Committee in coordination with the Systems Performance, Operations, and Technology Subcommittee**

MAJOR PRODUCTS

- **Documentation pursuant to DHS and UASI requirements**

This task provides support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors and its public safety programs. This is a component of a much larger regional set of emergency preparedness activities funded primarily outside the UPWP by U.S. Department of Homeland Security (DHS) and COG local funding. The Regional Emergency Support Function #1 (R-ESF 1) Transportation Emergency Preparedness Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management agencies, police, fire, and other emergency response committees.

This task includes:

- Undertake transportation emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes, in conjunction with COG's Department of Homeland Security and Public Safety.
- Conduct Traffic Incident Management (TIM) planning as it relates to transportation emergency preparedness planning.
- Support the regional Transportation Emergency Preparedness Committee (R-ESF 1).

3.3 TRANSPORTATION SAFETY PLANNING

OVERSIGHT **TPB Transportation Safety Subcommittee**

MAJOR PRODUCTS

- **Documentation for FAST Act performance and target reporting requirements**
- **Updated Safety Data Analysis**
- **Workshop(s)**

This task addresses planning for safety aspects of the region's transportation system and coordinating with various state and local safety planning efforts including development and implementation activities associated with Strategic Highway Safety Plans and Vision Zero efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.

This task includes:

- Conduct regional roadway safety planning in a manner that emphasizes vulnerable populations, including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region.

- Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.
- Undertake Phase III of crash data analysis from previous regional safety studies to develop new charts, graphs, and tables that include the latest available data; produce one or more memorandums/presentations for the TPB and the TPB Technical Committee regarding the findings. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's PBPP targets.
- Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
- Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct a study to ascertain the implementation status of the specific strategies noted in TPB's safety resolution, R3-2021.
- Develop a technical "white paper" about the impact of automated traffic enforcement on safety outcomes.
- Assist COG with exploring the development of a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement) by developing a policy "white paper" that reviews enforcement programs and policies, current reciprocity opportunities, and constraints, among other related topics.
- Maintain and enhance the Transportation Safety portions of the TPB website to ensure its value as a regional resource.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles.

3.4 BICYCLE AND PEDESTRIAN PLANNING

OVERSIGHT	**TPB Regional Bicycle and Pedestrian Subcommittee**
MAJOR PRODUCTS	• **Updated National Capital Trail Network map** • **Regional outreach workshops**

This task addresses planning for bicycle and pedestrian aspects of the region's transportation system and coordinating with related state, regional, and local efforts. This task includes:

- Conduct regional planning regarding bicycle and pedestrian activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Develop an updated Regional Bicycle and Pedestrian Plan (last published in FY 2022).

- Update the National Capital Trail Network map; monitor implementation of National Capital Trail Network projects.
- Monitor and update nonmotorized recommendations for project information in the Transportation Improvement Program (TIP) and Project Info Tracker (PIT), in conjunction with Task 2.
- Monitor Regional Complete Streets and Green Streets activities.
- Conduct regional planning regarding emerging mobility technologies, such as dockless bikesharing and electric scooters.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

3.5 REGIONAL PUBLIC TRANSPORTATION PLANNING

OVERSIGHT	**TPB Regional Public Transportation Subcommittee**
MAJOR PRODUCTS	• **Annual report, data compilation, reports on technical issues, and outreach materials** • **Private Provider involvement documentation**

This task addresses planning for public transportation aspects of the region's transportation system and coordinating with related state, regional, and local efforts. This task includes:

- Conduct regional planning regarding public transportation activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Continue implementation of federal requirements for performance-based planning, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Address Bus Rapid Transit (BRT) planning and coordination as part of regional public transportation planning activities.
- Address TPB-related recommendations from the regional DMVMoves initiative and other regional initiatives as necessary, as part of regional public transportation planning activities.
- Produce an annual report on the "State of Public Transportation."
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

3.6 FREIGHT PLANNING

OVERSIGHT — **TPB Freight Subcommittee**

MAJOR PRODUCTS

- **Documentation as necessary supporting FAST Act requirements of freight planning**

This task addresses planning for freight aspects of the region's transportation system and coordinating with related state, regional, and local efforts. The Regional Freight Plan, updated and adopted by the TPB in September 2023, provides guidance for continued regional planning activities.

This task includes:

- Conduct regional planning regarding freight and goods movement activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Initiate an update of the National Capital Region Freight Plan (last updated) in FY 2023, to be finalized in FY 2027.
- Compile and analyze data to support regional freight planning.
- Conduct a symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

3.7 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

OVERSIGHT — **MATOC Steering Committee, in conjunction with the Systems Performance, Operations, and Technology Subcommittee (SPOTS)**

MAJOR PRODUCTS

- **MATOC Steering Committee Materials**

This task is to provide TPB's planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies, as MATOC pursues its function of providing real-time situational awareness of transportation operations in the National Capital Region. TPB is an ex-officio member of MATOC.

This task includes:

- Provide administrative support for the MATOC Steering Committee, including preparation of agendas and summaries and tracking of action items.
- Provide TPB staff input and advice to the MATOC Steering Committee and its subcommittees and working groups.
- Address Traffic Incident Management (TIM) as it relates to MATOC planning.
- Provide briefings to the TPB on MATOC Program progress as requested.

3.8 RESILIENCY PLANNING

OVERSIGHT — **TPB Technical Committee**

MAJOR PRODUCTS

- **Interior Flooding Analysis and Mapping**
- **Economic Analysis of Potential Adaptation Scenarios**
- **Transportation Resilience Improvement Plan – support updates as needed**
- **Create Regional Transportation Resilience Subcommittee**

This task addresses planning for the resiliency of the region's transportation system, particularly regarding impacts from extreme weather and other natural hazards, and coordinating with various state and local resiliency planning efforts. Planning for transportation resiliency and reliability is one of the federal Planning Factors, as well as one of TPB's policy priorities. Work will follow and expand upon the TPB Transportation Resiliency Study Phase I completed in FY 2022 and Phase II completed in FY24, building upon the planning and capital-programming activities that the TPB member agencies and select partners are undertaking to prepare for the transportation system to be resilient in the face of natural disasters. Among topics of focus will be regional vulnerabilities to natural hazards, strategies for strengthening transportation infrastructure and service, and MPO roles in resilience planning efforts..

This task includes:

- General
    - Conduct regional planning regarding transportation resilience activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
    - Coordinate with relevant jurisdictions and committees on regional transportation resilience issues.
    - Compile and analyze data to support regional transportation resilience planning.

    - Support the Regional Transportation Resilience Subcommittee with quarterly meetings on related issues, continuing the collaboration of member agencies in the working group during the TRIP process and to help guide regional work post-TRIP.

- Transportation Resilience Improvement Plan (TRIP) Maintenance
    - Conduct outreach and follow-up activities regarding the Transportation Resilience Improvement Plan (TRIP) to continue to socialize the plan.
    - Continue to incorporate findings and recommendations from Vulnerability Assessment and TRIP into TPB Regional Transportation Resiliency Planning Program.
    - Conduct one or more regional resiliency planning training, outreach or professional development forums to strengthen regional awareness about resiliency planning issues specifically in the transportation sector.
    - Plan for annual update of transportation resilience project list and continue to support member agencies grant applications/requests for assistance on state or national resilience planning funding programs (like PROTECT).
    - Expand the TRIP project request guidance document into an educational document/resource guide for regional planners.
- Complete interior flooding analysis project with the goal of expanding our understanding of pluvial flooding and forward-looking flood data and carry those changes to the TRIP's transportation asset vulnerability analysis and resilience mapping tool with updated interior flood risk scores.
- Complete economic analysis of adaptation scenarios for up to five case studies to quantify the costs and/or benefits of resilience investments in regional transportation assets.
- Analyze RITIS data for all TPB localities for road closures due to natural hazards for each year data is available. Create GIS layer to add to interactive mapping tool to better understand reported historical flooding on roadways in our region. Incorporate critical infrastructure into resilience analysis.
- Conduct analysis on impacts of extreme heat to transit riders with particular focus on access to critical infrastructure during potential heat emergencies.

4. Public Participation

OVERSIGHT	**Transportation Planning Board**
MAJOR PRODUCTS	• **Public comment solicited and documented** • **Materials and activities for public participation related to Visualize 2050** • **CAC and AFA Committee reports** • **Conduct a Community Leadership Institute session** • **Information dissemination through the website, social media, and printed documents** • **Communication support for all Tasks**
TOTAL COST ESTIMATE	**$748,137**

4.1 PUBLIC PARTICIPATION AND OUTREACH

Public participation, outreach, and communications are essential to carrying out the continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process. The TPB's 2020 Participation Plan guides all public involvement activities to support the development of the plan, TIP, and all other TPB planning activities. The TPB's Participation Plan emphasizes involving traditionally disadvantaged populations in the planning process, as part of the TPB's commitment to ensuring nondiscrimination in all its programs and activities as required under Title VI. Virtual Public Involvement (VPI) tools have played an integral role in how the TPB has been conducting public involvement over the past few years, and the TPB will continue to use them wherever possible. This activity will encompass the following work tasks:

- Provide staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults as the TPB's primary strategy for engaging traditionally underserved population groups in the planning process and for providing guidance on Human Service Transportation Program activities. Feedback from the AFA Committee on transportation plans, projects, programs, services, and issues that are important to the communities represented by the AFA will be shared with the TPB.
- Conduct public involvement as described in the TPB Participation Plan, which was approved by the TPB in October of 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department.

- Provide 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.
- Conduct outreach to support the update to the Metropolitan Transportation Plan (National Capital Region Transportation Plan).
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision-making in the metropolitan Washington region.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI).

4.2 COMMUNICATIONS

This activity will encompass the following work tasks:

- Develop written and visual materials to spread information about regional transportation planning issues, the role of the TPB as the MPO for the metropolitan Washington region, explain how transportation decision-making works, and engage with the public.
- Support staff as they develop technical reports, meeting materials, technical assistance program solicitation period materials, educational events/webinars, and publications to communicate information developed in various tasks within the UPWP.
- Produce content for the TPB News, Visualize 2050 newsletter, and other digital publications.
- Regularly update information on the TPB's webpages and Visualize 2050 website, ensuring the content is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

5. Travel Forecasting

OVERSIGHT	**TPB Travel Forecasting Subcommittee**
MAJOR PRODUCTS	• **Staffing the TPB Travel Forecasting Subcommittee (TFS)** • **A series of highway and transit networks used by the regional travel demand forecasting model, together with technical documentation, for use in air quality conformity analyses, development of air quality state implementation plans (SIPs), scenario studies, and model development.** • **Development, maintenance, support, and improvement of the COG/TPB regional travel demand forecasting methods, including both the production-use and developmental travel models, and associated documentation.** • **Keep abreast of best practices in travel demand modeling.**
TOTAL COST ESTIMATE	**$3,781,835**

The Travel Forecasting work activity consists of two sub-activities: 1) Network Development and 2) Model Development and Support. The goal of Network Development is to prepare the primary inputs for the regional travel demand model, especially the transportation networks. The goal of Model Development and Support is to develop, maintain, support, and improve the TPB's regional travel demand forecasting methods for both tactical and strategic planning models.

5.1 NETWORK DEVELOPMENT

Develop, maintain, and improve the transportation networks used as inputs to the TPB's regional travel demand forecasting models, both the production-use and developmental models.

Planned tasks for FY 2026:

- Develop a base-year transit network representing recent conditions, which is used as the starting point for developing future-year transit networks used by the regional travel demand forecasting model. This typically represents a recent year. The most recent base-year transit network represented year-2023 conditions. The next likely base-year transit network would represent year-2025 conditions, but the cycle of development depends on the cycle of projects that would require network development, such as air quality conformity analyses and analyses related to developing air quality State Implementation Plans (SIPs). If a year-2025 base transit network is developed, the development would likely occur between December 2025 and March 2026 (i.e., FY 26).

- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, and mobile emissions planning work. Examples include scenario studies, project-planning studies, and air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), State Implementation Plans (SIPs) for attaining or maintaining air pollution standards, and greenhouse gas (GHG) planning studies. As noted above, the cycle of development – and the network years needed -- depend on the cycle of projects that would require network development, such as AQC analyses and analyses related to developing SIPs.
- Maintain, refine, and enhance both 1) the multi-year transportation network geodatabase used in regional travel demand modeling, and 2) the software used to edit and update the geodatabase, known as COGTools. Possible consultant assistance to upgrade COGTools.
- Develop additional utilities (e.g., Python scripts) that facilitate network development activities.
- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.4.6 Travel Model, which requires networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which requires networks in Cube Public Transport (PT) format. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.4 Model) to the disaggregate, activity-based travel model (Gen3 Model), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- Develop a highway and transit network report for the Gen3 Travel Model.
- Respond to network-related technical data requests.
- Keep abreast of best practices in network development, including software offered by the major vendors (e.g., Bentley, PTV, and TransCAD) and open-source efforts, such as the General Modeling Network Specification (GMNS).

5.2 MODEL DEVELOPMENT AND SUPPORT

Develop, maintain, support, and improve the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. Regarding tactical models, the TPB regional travel demand forecasting methods include both production-use and developmental travel models. The current production-use travel model is an aggregate, trip-based travel model (TBM), also known as a "four-step model," or FSM, called the Generation 2, or Gen2/Ver. 2.4 Travel Model. An example of a developmental TPB travel model is the Generation 3, or Gen3 Travel Model, a disaggregate, activity-based travel model (ABM). This developmental model is being developed, with consultant assistance, over a multi-year period and is implemented in both the open-source ActivitySim software package (demand model) and Bentley Systems OpenPaths Cube software (supply model). As noted below, the Gen3 Travel Model is currently in Phase 3 of its development. The goals of the Phase 3 development are 1) Usability testing, where the model is run in parallel with

the Gen2 Model, to make sure that it is performing as expected; 2) developing ancillary modeling processes, such as toll setting, which are needed to use the model for production work. The duration of the Phase 3 usability testing will be a function of whether and how many problems are detected. Since the Gen3 Travel Model is being run, in parallel with the Gen2 Travel Model, using a subset of the scenarios in the air quality conformity (AQC) analysis of Visualize 2050, and since the AQC analysis of Visualize 2050 has been delayed (TPB action is expected in December 2025), this has resulted in some delays in the Phase 3 development of the Gen3 Model. Regarding strategic models, TPB staff plans to continue, when time permits, exploring the use of strategic planning models, such as RSPM and VisionEval. The Model Development and Support work activity also includes related tasks such as data collection, research, and interfacing with travel demand modeling staff at peer MPOs.

Planned tasks for FY 2026:

- Staff the TPB Travel Forecasting Subcommittee (TFS). Conduct about six meetings per year.
- If not completed by end of FY 25, finish updating the COG/TPB's strategic plan for model development that directs the model development activities from a long-term perspective to support regional transportation planning.
- If not completed by end of FY 25, develop a request for proposals (RFP) to rebid the contract for an on-call consultant to provide travel demand modeling support. At this point, the RFP process is expected to be conducted in late FY 25 (April through June 2025). Staff anticipate a funding level like past funding levels (i.e., about $300k per year).
- Maintain, update, and enhance the TPB's current production-use, trip-based, Gen2 Travel Demand Model, potentially with the 2017/2018 Regional Travel Survey (RTS) data. Consultant assistance could be sought for this effort under a planned travel demand modeling services on-call contract.
- Support both internal and external users of the TPB's production-use travel demand forecasting models-- currently the Gen2/Ver. 2.4 (trip-based) Model and the Gen2/Ver. 2.4.6 (trip-based) Model; AND, once it is deemed ready for production use, the Gen3 (activity-based) Model.
- Complete development of the TPB's next-generation travel demand forecasting model, which is expected to provide enhanced modeling capabilities compared to the existing trip-based model. Beginning in FY 20, TPB staff has been working with a consultant to develop a disaggregate, activity-based travel model (ABM), known as the Generation 3, or Gen3, Travel Model. The Gen3 Model is implemented in both the open-source ActivitySim software platform and Bentley Systems OpenPaths Cube software. The multi-year model development effort (FY 20 to FY 26) is divided into three phases, each with its own goals:
    - The goal of Phase 1, completed in February 2022 (FY 22) and led by the consultant, was to develop a prototype travel model that was lightly calibrated and could be used for testing by COG/TPB staff.
    - The goal of Phase 2, completed in March 2024 (FY 24) and led by the consultant, was to develop a travel model that was ready for production use.
    - The goal of Phase 3, which is led by COG/TPB staff and is to conclude by Dec. 2025 (FY 26), is to conduct usability testing of the Gen3 Model to ensure that the model is truly ready for production use and to develop ancillary modeling processes that will

be needed to use the model for production work. Phase 3 will involve running the Gen2 and Gen3 models for the same set of scenarios to compare the two models in a production environment (such as an air quality conformity analysis). During the Phase 3 usability testing, TPB staff will also be developing other facets of the travel model that are needed for production use, such as routines for estimating/setting toll values, and will also conduct sensitivity tests, which would supplement those tests already conducted under Phase 1 and Phase 2.

- Regarding the development of the Gen3 Travel Model, it is anticipated that a beta version of the model will be released to the public for testing in the fall of 2025 (FY 26) and it is anticipated that the TPB staff will be able to demonstrate that the Gen3 Travel Model is ready for production use in the spring of 2026 (FY 26). The exact timing depends on how smoothly the Phase 3 model usability testing goes.
- Review of travel demand forecasting model (TDFM) software: Once the development of the Gen3 Travel Model is complete or largely complete, TPB staff intends to conduct a review of TDFM software, to determine if staff continues to use the best of the available software packages. This subtask could run from early summer 2026 (FY 26) through the fall of 2026 (FY 27).
- Promote the regional coordination of transit on-board surveys (RC TOBS) to ensure that the surveys provide information needed by both transit agencies and COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models. Since there are more than 25 transit operators in the modeled area, one possible approach is a continuous survey approach, where one surveys about five operators each year, such that all operators would be surveyed every five years. Although this work would be conducted for COG's Travel Forecasting and Emissions Analysis (TFEA) Team, it would be managed by COG's Planning Data and Research (PRD) Team. See Work Activity 7 ("Transportation Research and Data Programs") for further details.
- Identify, and possibly obtain, data needed to support development of the Gen3 Model and/or its successor model, such as the Gen4 Model. The most important observed data for estimating and calibrating the travel model is the household travel survey (e.g., the Regional Travel Survey) and the transit on-board surveys (TOBS). Additionally, there could be other useful data sets, such as those from Big Data. See Work Activity 7 ("Transportation Research and Data Programs") for further details.
- Development of open-source ActivitySim software and participation with the ActivitySim Consortium: Attend the ActivitySim Consortium meetings, participate in the decision-making representing COG/TPB, and coordinate with other member agencies, including MPOs, state DOTs, and other transportation agencies, on the maintenance and development of ActivitySim and PopulationSim, two major components of the Gen3 Travel Model. Since 2014, the Association of Metropolitan Planning Organizations Research Foundation (AMPORF, which is staffed by AMPO staff) has served as the administrative agent for the ActivitySim Consortium. In August 2024, however, AMPO indicated that the consortium should look for a new entity to serve as the administrative agent. It is hoped that a new administrative agent can be found and put into use by June 2025 (FY 2025).
- Keep abreast of best practices in travel demand modeling.

- Continue developing knowledge of, and provide support for, other DTP staff in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP's Planning Data & Research (PDR) Team.
- Respond to travel-model-related technical data requests from consultants, state/local agencies, and academics.
- Working with COG's Office of Information Technology (IT) to acquire and maintain the hardware and software needed to conduct regional travel demand modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises). Assist COG IT to ensure that both on-prem and cloud computers meet the modeling needs of staff.
- Continue to use version control software, such as Git and GitHub, to manage the computer code for COG's production-use travel models, developmental travel models, and network management software (currently COGTools).

6. Mobile Emissions and Emissions Reduction Planning

OVERSIGHT	**TPB Technical Committee in consultation with MWAQC**
MAJOR PRODUCTS	• **Activities related to conducting regional air quality conformity analyses, such as conducting runs of the travel model and mobile emissions model and preparing technical documentation.** • **Keep abreast of federal requirements related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software.** • **Support development of State Implementation Plans (SIPs), such as an attainment SIP or a Maintenance SIPs, regarding the 2015 ozone National Ambient Air Quality Standards (NAAQS), including developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx).** • **Coordinate with MWAQC and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of the 2015 ozone NAAQS.** • **Emissions Reduction Planning: Provide support for efforts to mitigate emissions due to the on-road transportation sector.**
TOTAL COST ESTIMATE	**$3,348,133**

The Mobile Emissions Planning work activity consists of two sub-activities: 1) Air Quality Conformity and Other Activities Associated with the Long-Range Transportation Plan; and 2) Mobile Emissions Analysis, Including Emissions Reduction Planning. The goal of this work activity is to conduct a wide range of analyses to quantify mobile-source emissions levels of various air pollutants, in support of air quality planning and development of Transportation Emissions Reduction Measures (TERMs). TPB staff is also actively involved with air quality-related State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of motor vehicle emission budgets (MVEBs) for criteria pollutants that are analyzed in air quality conformity work. This task also covers emission reduction activities, which strive to reduce emissions, such as criteria pollutants and greenhouse gas (GHG) emissions, due to the on-road transportation sector.

6.1 AIR QUALITY CONFORMITY AND OTHER ACTIVITIES ASSOCIATED WITH THE LONG-RANGE TRANSPORTATION PLAN

The 1990 Clean Air Act Amendments require MPOs to conduct detailed system-level technical analyses to demonstrate that future mobile source emissions resulting from the region's plans and programs comply with federally approved motor vehicle emissions budgets. This task supports air

quality conformity analyses and other air quality modelling to comply with federal regulations. This activity will encompass the following work tasks in FY 2026:

- Conduct the air quality conformity (AQC) analysis, i.e., the travel demand modeling and mobile emissions modeling, of the constrained element of the TPB's Long-Range Transportation Plan (LRTP), also known as the National Capital Region Transportation Plan (NCRTP), and the associated Transportation Improvement Program (TIP), each time that there is an update to the plan. The plan must be updated at least every four years, but it is sometimes updated more frequently. The AQC analysis of the upcoming LRTP, known as Visualize 2050, is planned to run from May 2024 (FY 24) to fall 2025 (FY 26). TFEA staff also provide technical support for any other activities related to the LRTP, such as the performance analysis, both of which are led by the Plan Development and Coordination (PDC) Team.
- Conduct the AQC analysis of any off-cycle analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- EPA's Motor Vehicle Emission Simulator (MOVES) software/model: Keep abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's software, especially the latest versions of this tool, MOVES4, MOVES5, and possible further revisions to the model during FY 26. MOVES5 was released by the EPA for production use on December 11, 2024. This version of MOVES must be used immediately for the development of any new state implementation plans (SIPs) for attaining air quality standards. However, there is a two-year grace period for using MOVES5 for AQC analyses (ends Dec. 2026).
- Begin to use MOVES5 for production work for development of SIPs and/or, by Dec. 2026 (FY 27), for conducting air quality conformity analyses.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program into the planning process as it relates to the adopted LRTP. Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air-quality-related matters in the region.

6.2 MOBILE EMISSIONS ANALYSIS AND EMISSIONS REDUCTION PLANNING

The goal of this task is to conduct a wide range of analyses to quantify mobile-source emissions levels of various air pollutants in support of air quality planning and development of Transportation Emissions Reduction Measures (TERMs). TPB staff is also actively involved with State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of mobile emission budgets for criteria pollutants that are analyzed in air quality conformity work. This task also covers emissions reduction planning activities, which strive to reduce mobile emissions from the on-road transportation sector.

- Support COG's Department of Environmental Programs (DEP) and state air agencies, in coordination with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees, in the development of state implementation plans (SIPs), such as

attainment plans or maintenance plans, designed to allow the metropolitan Washington region to attain or maintain National Ambient Air Quality Standards (NAAQS)

  - 2008 Ozone NAAQS: No future work foreseen.
  - 2015 Ozone NAAQS. Develop Maintenance or other SIP. This includes developing inventories of mobile emissions. This work may include the development of motor vehicle emissions budgets (MVEBs), which are set in the SIP for use in the AQC analysis. This work would typically involve developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx), two ozone precursors, using the EPA's MOVES model.

- Vehicle registration/vehicle identification number (VIN) data: VIN data is typically acquired from the state air agencies, working with the state motor vehicle administrations, every three years. The 2023 VIN data was acquired in 2024 and processed to prepare inputs for running MOVES4 for the AQC analysis of Visualize 2050. The use of MOVES5, initially for SIP work, could require that COG staff re-process the 2023 VIN data to increase the number of vehicle classification categories (though this work should not involve using the VIN decoder). This work is likely to occur from January to May 2025 (FY 25). $100k is reserved for possible consultant assistance.
- EPA's Motor Vehicle Emission Simulator (MOVES) software/model:
  - Revisit opportunities to refresh inputs to the EPA's MOVES software in consultation with regional environmental and transportation agency partners.
  - Keep abreast of MOVES model updates and best practices and conduct sensitivity tests of new versions of the MOVES model that may be released by EPA (e.g., MOVES5 and, potentially, MOVES6).
  - As noted above under Air Quality Conformity, MOVES5 was released by the EPA for production use on December 11, 2024. This version of MOVES must be used immediately for the development of any new SIPs. There is a two-year grace period for using MOVES5 for AQC analyses (ends Dec. 2026).
  - Begin to use MOVES5 for production work for development of SIPs.
- Working with COG's Office of Information Technology (IT), acquire and maintain the hardware and software needed to conduct regional mobile emissions modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises).
- Emissions reduction planning (ERP) related to the on-road transportation sector
  - Provide technical support to COG/DEP staff regarding regional emissions reduction planning and electric vehicle planning activities, including the activities focused on implementation.
  - Regarding helping the region's implementing agencies move from planning toward implementation, COG/TPB staff plan to work with the TPB to conduct a study, with possible consultation assistance, to provide more information on emissions reduction strategies.
  - Develop transportation-sector mobile emissions inventories and track trends and progress.
  - Emissions reduction planning: Carbon Reduction Program (CRP): This program provides funds for projects designed to reduce on-road transportation emissions. Staff will continue to coordinate planning activities with the state departments of transportation related to the Carbon Reduction Program (CRP) and provide

assistance to the state DOTs.
    - Emissions reduction planning: Climate Pollution Reduction Grants (CPRG): 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 emissions reduction strategies. The Comprehensive Climate Action Plan (CCAP) is due in December 2026. TFEA staff will coordinate with DEP staff, and the project consultant (ICF), regarding CPRG guidance.
    - Emissions reduction planning: Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy: TBD.
- Respond to technical requests from COG/DEP and from TPB member jurisdictions for readily available mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.

7. Transportation Research and Data Programs

OVERSIGHT	**Various (see below)**
MAJOR PRODUCTS	**See program-specific products below**
TOTAL COST ESTIMATE	**$7,000,947**

This task entails conducting and supporting regional travel trends research and travel monitoring using research, surveys data analytics to inform regional transportation planning, understanding, and decision making. This task includes developing and maintaining data management procedures and systems required to conduct these activities and to document and report on research findings using advanced reporting and visualization techniques.

7.1 TRANSPORTATION RESEARCH AND ANALYSIS

OVERSIGHT	**TPB Travel Forecasting Subcommittee**
MAJOR PRODUCTS	• **Presentations, visualizations, and information reports on travel monitoring and travel trends analyses** • **Sampling plan, collected survey data, presentations and briefing materials for the Regional Travel Survey.** • **Collected survey data, presentations and briefing materials for Regional Transit Onboard data collection activities** • **Recommendations, workplan, and documentation of initial activities for Regional Bike Count Program along Regional Network** • **Technical Support**

Work under this activity focuses on regional transportation research activities, including data collection, surveys, analysis, and documentation. These activities will produce key information and findings that provide insights and understanding of regional travel trends as well as provide key inputs into the regional travel demand forecasting model.

This activity will encompass the following in FY 2026:

- Continue Regional Travel Survey (RTS) activities begun during FY 2025. Activities in FY 2026 will include finalizing sampling methodology, conducting a survey pre-test, commencing field data collection, and updating programming scripts to prepare for RTS data editing, processing, and analyzing.
- Continue coordination of transit on-board surveys (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction,

subsidy allocation, and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validate regional travel demand models, which support many transportation planning studies. This effort would be coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee. This item is also noted under Work Activity 5 ("Travel Forecasting").

- Provide cross-program coordination support for all survey efforts. This may include, for example, collaborating with the Travel Forecasting and Emissions Analysis program staff, to develop and oversee a Transit On-board Survey (TOBS) to support regional travel demand forecasting activities, or with the Plan Development Coordination staff on public opinion survey(s) that may be conducted as part of the metropolitan transportation plan update.
- Perform and provide cross-program support to research and analysis efforts using a variety of analytical tools that support regional transportation planning activities and incorporate resulting data into department transportation data products and visualizations. This may include:
    - Research and update traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
    - Performance Based Planning and Programming, bridge and pavement condition analysis
    - Baseline (existing) conditions for the LRTP performance analysis
- Continue work activities to consolidate travel monitoring activities, including data collection and reporting, into a more comprehensive travel monitoring program, which will feature data collected through traditional travel count/monitoring studies, data from Big Data products, data collected in support of the Congestion Management Process (CMP), as well as other travel data collection activities. The travel monitoring program will include wider access to collected data as well as visualizations developed to help users better understand travel trends occurring throughout the region.
- Perform travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and plan development activities.
- Continue developing a program to collect and report active transportation data along the National Capital Trail Network. This may include compiling data collected by other jurisdictions and/or collecting data in the field.
- Apply the use of Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model. This will include developing and applying use cases to use Big Data in specific analyses to evaluate the efficacy and applicability of Big Data in regional travel research and analyses. This could include passively collected origin-destination (O-D) data, roadway speed/volume data, roadway congestion data, transit speed/volume data, or other similar data for other travel modes, such as biking (see Task #5, "Travel Forecasting" and Task #3, "Planning Elements").
- Provide briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and

findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.

- Respond to inquiries from state and local government staff, survey participants, and the media concerning research, analysis, and findings developed in this task.

7.2 DATA MANAGEMENT AND VISUALIZATION SERVICES

OVERSIGHT — **TPB Technical Committee**

MAJOR PRODUCTS

- **Data management plan recommendations and documentation**
- **Travel monitoring datasets to support PBPP and Gen3 modeling requirements**
- **Travel trends and dashboard and visualizations**
- **Technical reports/memoranda**
- **Presentations**

This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task and across numerous programs and developing visualizations of these data as part of research and analysis activities.

During FY 2026, key activities will also include:

- Continue developing data management best practices and procedures for collecting, organizing, storing, sharing, and accessing data and data products developed to support planning activities across the department. As part of this, identify and establish a base set of data that can be refreshed and updated on a regular basis developing methodologies for more robust travel trends research and analysis; identify resources to support continued update of data; leverage appropriate data sources from partner agencies and other external sources, and evaluate new data management techniques and software that may be considered for future applications in transportation research.
- Maintain and improve the Regional Transportation Data Clearinghouse as a GIS web-based application to distribute RTDC Data to TPB member agencies by ongoing system administration and updates. Promote the availability and use of the RTDC to local, state, and transit agency partners. Regularly publish and update the following resources on the Regional Transportation Data Clearinghouse (RTDC), as available:
    - Traffic volume and vehicle classification count data.
    - Regional average weekday transit ridership data
    - Freeway and arterial road speed and level of service data

    - Performance Based Planning and Programming Requirements data including Bridge and pavement condition data
    - Socio-economic forecasting data
- Develop and maintain user-friendly and convenient travel trends information and visualizations, including further development of the TPB Resources Applications Page (TRAP), a web-based, interactive tool that consolidates various regional transportation-related data and information products.
- Provide cross-program and/or cross-department support and coordination to
    - Develop standards and processes for the department and outside consultants to develop work products that adhere to best practices for data analysis, data management, and visualizations.
    - Identify opportunities to integrate additional datasets into the regional transportation data clearinghouse, travel monitoring dashboard, or other visualization products.
    - Connect internal and external stakeholders to data resources, including to support the development of the Gen3 Regional Travel Demand Model (see Task #5, "Travel Forecasting").
    - Integrate data and products to be consistent across program areas to ensure consistency when presenting to TPB's stakeholders/audience.
- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including, among others, the development of the LRTP.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.
- Collaborate with other TPB staff on the development of new spatial data products that will enhance the visibility of TPB's programs and planning activities to TPB's stakeholders/audience. This may include an active transportation monitoring application for the National Capital Trail Network. Also, update existing products (e.g. "major projects map" and dashboard for LRTP).
- Respond to requests for TPB GIS metadata, databases, and applications.
- Coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

7.3 CONGESTION MANAGEMENT PROCESS

OVERSIGHT	**Systems Performance, Operations, and Technology Subcommittee (SPOTS)**
MAJOR PRODUCTS	• **Updated CMP Technical Report**

- **National Capital Region Congestion Report Dashboard**
- **Vehicle Probe Data Users Group reference materials**
- **Documentation for federal performance and target reporting requirements**

This task develops and maintains the regional Congestion Management Process (CMP), providing information on current congestion on the region's roadways through data analysis, as well as identifying potential multi-modal strategies to manage congestion.

This task includes:

- Produce the biennial 2026 CMP Technical Report.
- Compile information and undertake analysis for the development of major CMP components, including application of "big data" sources, in conjunction with big data acquisition and analysis activities.
- Develop enhanced visualizations comprising the National Capital Region Congestion Report, preparing and formatting the visualizations to be "refreshed" as data are updated and incorporated into the department's visualization resources described in the previous section, Data Management and Visualization services.
- Provide CMP technical input to the Performance-Based Planning task.
- Produce special CMP analyses, such as following a major event or roadway improvement, or examining short- to mid-range trends on an as-needed basis.
- Support the Vehicle Probe Data Users Group (VPDUG) and other applicable subcommittees in their role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions.

8. Regional Land Use and Transportation Planning Coordination

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **See program-specific products**
TOTAL COST ESTIMATE	**$1,205,181**

This task coordinates local, state, and federal planning activities, develops population, household, and employment forecasts (Cooperative Forecasts) that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

8.1 REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Analysis of Activity Center and High-Capacity Transit Station area historic trends and forecasts** • **Presentations, visualizations, and information reports** • **Updated Cooperative Forecasting land activity forecasts and documentation, if necessary** • **Technical support** • **Annual Baseline Employment Guidance**

Staff will continue to coordinate land use and regional transportation planning in the region. Central to this activity will be supporting ongoing activities of the Cooperative Forecasting Program, including any needed technical updates and analysis of important factors influencing growth assumptions and their implications for regional transportation planning. Activities required to coordinate the development of the Cooperative Forecasts and regional transportation planning will include:

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools.
- Support the COG Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- Work with the Cooperative Forecasting and Data Subcommittee (CFDS) and the region's Planning Directors to develop technical updates to the Cooperative Forecasts (population, household, and employment forecasts), if necessary.

- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into the TPB travel demand-forecasting model.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Work with the CFDS to analyze results and implications of newly-released baseline data products such as the American Community Survey and the Bureau of Labor Statistics employment and labor force estimates for use in developing future updates to and assumptions in the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data and other data products to support local demographic analysis and small-area forecasting.
- Map and analyze updated Cooperative Forecasting growth forecasts in relation to COG's newly updated Activity Centers, high-capacity transit locations, and other areas of special planning consideration in the region
- Respond to public and stakeholder comments on the Cooperative Forecasts and the Cooperative Forecasting process.
- Develop Travel Model Employment Definition Adjustment Factors, which are applied during post-processing to apply a consistent definition of employment to forecasts for use in the travel demand model.
- Provide continued support for the Transportation Analysis Zone (TAZ) system used in the regional travel demand forecasting model and the Cooperative Forecasting process, including any activities that may be necessary to make TAZ adjustments to support future model development processes.
- Conduct analysis related to regional land use and transportation in support of the development of the LRTP, Visualize 2050, as well as the consideration of vulnerable populations in regional land use and transportation planning. This includes supporting LRTP performance analysis, baseline (existing conditions), and developing supporting graphics and visualizations to convey complex land use and transportation planning concepts to myriad stakeholders.
- Develop and publish economic, demographic and housing-related information products including the Regional Economic Monitoring System (REMS) reports, the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report, and economic and demographic data tables to be included in the Region Forward work program.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data as information decision support activities for the TPB and COG Board of Directors.

9. Complete Streets Mobility and Enhancement Programs

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Solicit and select projects for FTA Section 5310 funding** • **Regional Roadway Safety Program Assistance, including final reports, provided by consultant teams** • **TAP Coordination and project selection** • **TLC Technical Assistance including final reports, provided by consultant teams to localities** • **Regional Peer Exchange Network Activities**
TOTAL COST ESTIMATE	**$807,498**

The TPB solicits and selects projects for the following four programs.

9.1 ENHANCED MOBILITY GRANT PROGRAM

COG is the designated recipient for the FTA "Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities" program. This task includes:

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan to provide an array of transportation services and options to older adults and people with disabilities. Next plan update is FY 2027.
- EM 7 solicitation begins in late FY 2025 and projects will be selected by January 2026.
- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

9.2 REGIONAL ROADWAY SAFETY PROGRAM

TPB Resolution R3-2021, adopted in July 2020, established the Regional Roadway Safety Program to assist its member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users. Specifically, the Regional Roadway Safety Program provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues.

- Conduct a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues, including studies, planning, or design projects that will

improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region's roadways.

- Fund approximately three to eight technical assistance planning projects, or project design effort to achieve 30 percent completion, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical Assistance Programs (and potentially more projects if additional funding is provided by state or local agencies).
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
- Provide staff support for project proposal solicitation, review, and conduct.

9.3 TRANSPORTATION ALTERNATIVES PROGRAM

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).
- Promote TAP funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs).

9.4 TRANSPORTATION AND LAND USE CONNECTION PROGRAM

The TLC Program offers short term consultant technical assistance to local jurisdictions to advance planning activities that strengthen the connection between local land use and transportation planning. This activity will encompass the following work tasks in FY 2025:

- Fund at least six technical assistance planning projects.
- Fund at least one project to perform project design to achieve 30 percent completion.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT and VDOT Technical Assistance Programs and for other projects where additional funding is provided by state or local agencies.
- Promote TLC funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs).

10. TPB Management and Support

OVERSIGHT	**Transportation Planning Board**
MAJOR PRODUCTS	• **Materials for the meetings of the TPB, Steering Committee, Technical Committee, and State Technical Working Group** • **Responses to information requests from elected officials, federal agencies, and media** • **Participation in external meetings related to the TPB work program** • **FY 2025 UPWP**
TOTAL COST ESTIMATE	**$1,652,699**

10.1 TRANSPORTATION PLANNING BOARD COMMITTEE SUPPORT AND MANAGEMENT AND UNIFIED PLANNING WORK PROGRAM

This activity includes support for the Transportation Planning Board (TPB), management activities not attributable to specific tasks in the work program, committee coordination and support, and development of the Unified Planning Work Program (UPWP).

TPB Committee Support and Management and UPWP

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare the monthly Director's Report.
- Respond to periodic 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.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.

- Monitor all work program activities and expenditures.
- Develop a Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee, and the TPB.
- Prepare 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.
- Prepare the FY 2027 UPWP.

11. Technical Assistance

This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, and regional transit agencies' sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2026 funding in the basic work program. The funding level for each state is an agreed-upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for regional transit is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and regional transit agency representatives and TPB staff. Specific technical assistance projects and work activities falling within the broad categories identified in this section are identified and coordinated through consultation with state departments of transportation and regional transit agencies throughout the fiscal year.

11.1. DISTRICT DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS **See program-specific products below**

TOTAL COST ESTIMATE **$302,828**

1. Program Development, Data Requests and Miscellaneous Services

MAJOR PRODUCT **Specific scopes of work, on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work activity supports staff time spent in developing scopes of work for requested projects and in administering the DC Technical Assistance work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects. Additionally, this project establishes an account to address requests which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

2. Regional Roadway Safety Program

MAJOR PRODUCTS

- **Work products in support of Regional Roadway Safety Program described in Task 9.2**
  To be completed by June 2026

TOTAL COST ESTIMATE **$ TBD**

The Regional Roadway Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. District of Columbia Technical Assistance funds provide additional technical assistance funding for the Regional Roadway Safety Program.

3. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **TLC Technical Assistance awards, technical reports from contractors,**
  To be completed by June 2026

TOTAL COST ESTIMATE **$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. The District of Columbia supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for projects located in the District of Columbia. .

4. Other Tasks to Be Defined

TOTAL COST ESTIMATE **$ TBD**

This work element is established to respond to requests by DDOT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization received from DDOT in FY 2026.

11.2. MARYLAND DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE $537,830

1. Program Development, Data Requests and Miscellaneous Services

MAJOR PRODUCT

- **Specific scopes of work, on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work activity supports staff time spent administering the Maryland Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

2. Project Planning, Feasibility, and Special Studies

MAJOR PRODUCT

- **Specific scopes of work, on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work task will provide funding to support technical support on feasibility/special studies as well as staff time associated with the development of scopes of work, interagency coordination, and technical analyses associated with travel demand modeling, evaluation of alternatives and coordination with other governmental entities and consultants, as requested by MDOT, SHA and other agencies in Maryland. Work may include but is not limited to technical support in ongoing corridor/subarea studies, initiating new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities, scenario analyses, and travel demand modelling. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

3. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **TLC Technical Assistance awards, technical reports from contractors,**
  To be completed by June 2026

TOTAL COST ESTIMATE **$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. MDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Maryland jurisdictions.

4. Regional Roadway Safety Program

MAJOR PRODUCTS

- **Work products in support of Regional Roadway Safety Program described in Task 9.2,**
  To be completed by June 2026

TOTAL COST ESTIMATE **$ TBD**

The Regional Roadway Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Maryland Technical Assistance funds provide additional technical assistance funding for the Regional Roadway Safety Program.

5. Other Tasks to be defined

TOTAL COST ESTIMATE **$ TBD**

This work element is established to respond to requests by MDOT and SHA for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from MDOT and MDSHA in FY 2026.

11.3. VIRGINIA DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE $473,488

1. Program Development, Data Requests, and Miscellaneous Services

MAJOR PRODUCT

- **Specific scopes of work, on-going activity**

TOTAL COST ESTIMATE $ TBD

This work activity supports staff time spent administering the VA Technical Assistance work program throughout the year. Work activities include meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents received from local jurisdictions in Northern Virginia as advised by VDOT throughout the year.

2. Travel Monitoring and Survey

MAJOR PRODUCT

- **Program management plan, data and analysis, technical memorandum – on-going activity**

TOTAL COST ESTIMATE $ TBD

This work activity supports an ongoing continuous program to monitor travel and system performance on major commuting routes in Northern Virginia, with a goal to collect travel monitoring data for each major route on a 2 to 3-year cycle. Collected data and system performance analysis will include volume and occupancy data, travel time data, and other information. This travel monitoring program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

3. Travel Demand Modeling

MAJOR PRODUCT

- **Model output, technical memoranda, on-going activity**

TOTAL COST ESTIMATE $ TBD

This work activity is designed to assist VDOT with the use of results from the regional transportation travel demand model to support various transportation planning efforts and studies in Northern Virginia. Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

4. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **TLC Technical Assistance awards, technical reports from contractors,**
  To be completed by June 2026

TOTAL COST ESTIMATE **$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. VDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Virginia jurisdictions.

5. Regional Roadway Safety Program

MAJOR PRODUCTS

- **Work products in support of Regional Roadway Safety Program described in Task 9.2,**
  To be completed by June 2026

TOTAL COST ESTIMATE **$ TBD**

The Regional Roadway Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Virginia Technical Assistance funds provide additional technical assistance funding for the Regional Roadway Safety Program.

6. Other Tasks to be Defined

TOTAL COST ESTIMATE **$ TBD**

This work element is established to respond to requests by VDOT and VDRPT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from VDOT and VDRPT in FY 2026.

11.4. REGIONAL TRANSIT TECHNICAL ASSISTANCE

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE $277,533

1. Program Development, Data Requests and Miscellaneous Services

MAJOR PRODUCT

- Specific scopes of work, on-going activity

TOTAL COST ESTIMATE $ TBD

This work activity supports staff time spent in developing the scopes for requested work tasks and administering the Regional Transit Technical Assistance work program throughout the year. Work activities include meeting with regional transit agency staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at regional transit agencies.

2. Transit Within Reach Program

MAJOR PRODUCTS

- Technical Assistance awards, technical reports from contractors,
  To be completed by June 2026

TOTAL COST ESTIMATE $ TBD

The Transit within Reach program will offer short-term consultant technical assistance to advance design projects to improve bike and walk connections to TPB Transit Access Focus Areas. The program will feature a competitive solicitation process to select qualifying projects to be funded

3. Other Tasks to be Defined

TOTAL COST ESTIMATE $ TBD

This work element is established to respond to requests by regional transit agencies for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific consultation with regional transit agencies in FY 2026.

Continuous Airport System Planning Program

OVERSIGHT	**TPB Aviation Technical Subcommittee**
MAJOR PRODUCTS	• **Process 2023 Regional Air Passenger Survey, Phase 2** • **Air Cargo Element Update** • **2023 Ground Access Forecast and Element Update** • **2025 Ground Access Travel Time Study Update**
TOTAL COST ESTIMATE	**$ (Not funded with federal UPWP funding)**

The purpose of the CASP program is to provide a regional process that supports the planning, development, and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes the region's three major commercial airports: Baltimore-Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The major elements of the CASP program have now been consolidated into a reoccurring two-year cycle based on available and anticipated FAA funding. The CASP work program elements for the for FY 2026 UPWP cycle are as follows:

2025 Ground Access Travel Time Study Update

A critical and often overlooked component of the region's airport system is the transportation linkage between the airports and the surrounding communities. Travel time, quality of service and costs associated with the ground journey to the airport have been shown to affect the choice of airport and even the decision to travel by air. This study will permit analysis of travel time trends to the three commercial airports, as well as analysis of any new transportation improvements.

The purpose of the Ground Access Travel Time Study Update, which will begin during FY 2025, is threefold: (1) provide current data on travel times and levels of services for highway and transit access to the region's three commercial airports in support of airport access planning activities; (2) analyze changes in peak-period delay and levels of service on principal airport serving roadways and transit facilities; and (3) analyze changes in highway and transit accessibility to airports resulting from recent highway and transit improvements.

Conduct and Process 2025 Baltimore-Washington Regional Air Passenger Survey (APS), Phase 1 and Phase 2

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports—Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International/Thurgood Marshall Airport (BWI)—and to help determine airport terminal and groundside needs. Data from the air passenger surveys provide the basis for analysis of major changes in airport use in the region. Funding for survey design, sample generation, and data collection for the 2025 Regional Air Passenger Survey will be provided by the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation

Administration (MAA) of the Maryland Department of Transportation (MDOT). The processing of the data collected in the 2025 Regional Air Passenger Survey will be carried out in this UPWP project.

Specific tasks to be undertaken in Phase 1 include: (1) survey operations and data collection, (2) data editing, (3) finalizing the survey database, and (4) producing the survey General Findings Report and corresponding visualization and information products.

Phase 2 of this project provides for the continued processing of data collected in the 2019 Regional Air Passenger Survey. In Phase 1, data collected as part of the survey was corrected and geocoded and the 2019 Air Passenger Survey database was finalized in preparation for data analysis.

Specific tasks to be completed in Phase 2 are: data expansion, data tabulation, data analysis. During this process detailed statistical analysis of the survey is conducted, which ultimately results in summarization of the survey findings. Findings are summarized by the various characteristics of the air passengers, characteristics of their ground access trips (work vs. non-work, resident vs. non-resident, mode of access, airport preference, etc.) as well as the geographic characteristics of ground access trips. Analysis concludes with the production of summary tables and charts, and GIS-based maps that will be incorporated the final survey report. The products for this phase will be the preparation of a summary findings and a final full technical report.

IV. PROPOSED FY 2026 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)

District of Columbia Department of Transportation (DDOT)

The following presents the types of activities that DDOT uses Statewide Planning and Research Program (SPR) funding to implement.

STATE AND REGIONAL PLANNING

Responsible for developing and administering plans and programs related to the District's statewide and regional transportation networks including the development of the State Planning and Research Program (SPR); Regional Planning including STIP maintenance and updates; and update to the District's Long Range Transportation Plan (moveDC).

NEIGHBORHOOD AND PROJECT PLANNING

Provide oversight and direction for neighborhood planning efforts. Coordinate with local and federal agencies on development review projects and public space use. Provide ongoing planning, management and research on transportation planning studies, operations and policies. Sustain programs such as Streateries and Open Streets.

FREIGHT PLANNING

Responsible for implementation of the State Freight Plan Update. The DDOR Freight Program and Vehicle Size and Weight program work to help meet multimodal and intermodal freight mobility needs/activities and provides guidance on issues related to freight movement in the District.

TRANSPORTATION PLANNING

Ensure decisions made on a project level reflect the priorities of the agency and are aligned with the goals of the department. Streamline and improve the efficiency of project completion from start to finish. Support for planning staff work to develop transportation studies and concepts.

DATA COLLECTION AND ANALYSIS

Oversee pavement data collection and the condition of Highway Performance Monitoring System (HPMS) used for determining the condition, maintenance, and rehabilitation/reconstruction of the District's highways; used in the federally mandated annual HPMS submittal; and supports asset management.

COUNCIL OF GOVERRNMENTS (COG) TECHNICAL ASSISTANCE

DDOT will hire a consultant to conduct traffic counts for the Highway Performance Monitoring Systems (HPMS). This technical assistance support in the past was funded through the Unified Planning Work Program.

TRANSPORTATION PLANNING CONTRACTUAL SERVICES

DDOT will hire a consultant to provide transportation planning support on an on-call basis. Create Purchase Order to conduct manual bicycle counts in the District. Conduct ad hoc revisions and updates to the District's Design and Engineering Manual to ensure best practices in transportation infrastructure design are maintained.

PROGRAM FUNDING

The FY 2025 budget is $3,214,878.46 (Federal = $2,553,115.24 and District = $661,763.22).

Maryland Department of Transportation
State Highway Administration (MDOT SHA)

SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program (CTP) and preparation of the Annual Statewide Transportation Improvement Program (STIP)
- Develop the FY 2026-2031 CTP.
- Coordinate with appropriate state and local planning staff, MPOs, and state, county, and municipal elected officials.
- Prepare presentation materials for the Annual CTP Tour consultation with local elected officials.
- Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the Infrastructure Investment and Jobs Act (IIJA) (also knowns as the Bipartisan Infrastructure Law).
- Coordinate the STIP with the regional TIPs, CTP, and local jurisdictions' highway improvement programs.
- Regional Planning
    - Coordinate between all levels of federal, state, and local governments to ensure that transportation plans are compatible.
    - Review agency and local programs/plans via the state Clearinghouse process.
    - Coordinate and review county and municipal master plans.
    - Assess transportation impacts of proposed major development projects.
    - Work with the MPOs in modifying and adhering to their planning process.
    - Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, air quality conformity determinations, and management systems.
    - Update the Highway Needs Inventory (HNI).
    - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
    - Review and provide input on updates to the statewide long-range plan.
    - Develop the 2026 Annual Attainment Report on Transportation System Performance.
- Congestion Management and Spot and Safety Improvement Project Development
- Prepare responses to elected officials and community members regarding traffic safety and operational concerns.
- Development of updates to MDOT SHA guidelines, standards, and policies related to traffic safety and operations.
- Study locations identified as safety concerns such as Candidate Safety Improvement Locations and develop concepts and strategies to mitigate the identified concerns.
- Evaluate existing pedestrian and bicycle facilities and develop plans to improve non-vehicular infrastructure.
- Conduct annual review of all School Zones.

TRAFFIC

Traffic Monitoring Program

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process, and disseminate traffic data.
- Ensure that the traffic monitoring system meets state needs and the requirements and guidelines set forth by FHWA and AASHTO.
- Study and, as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

Highway Statistics

- Mileage – Federal-Aid System
    - Maintain Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
    - Update and maintain statistical records summary tables.
- State and Local Highway, Data Collection, Analysis and Distribution
    - Solicit, receive, and process reports from local jurisdictions regarding road improvements, mileage, etc.
    - Collect, update, and maintain data used for the Universe portion of the HPMS submission.
    - Update and maintain the highway information databases to meet on-going state and federal requirements.
    - Provide data used for the update of MDOT SHA's highway maps.

Highway Performance Monitoring System (HPMS)

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions, and submit an updated HPMS data file and related reports and data files.

Special Studies – Preliminary Studies

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration Estimated FY 2026 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	**AMOUNT**
Systems & Programming	
CTP Development	$335,493
Regional Planning	$727,065
Congestion Management and Spot and Safety Improvement Project Development	$4,903,699
Traffic Monitoring Program	$1,032,199
Highway Statistics	$1,139,174
Highway Performance Monitoring System	$373,455
Special Studies	$803,810
TOTAL	**$9,314,895**

Virginia Department of Transportation (VDOT)

SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

Metropolitan Planning Support Activities

This element represents the various activities undertaken by Northern Virginia District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements/work tasks in the MPO's FY 2026 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee (MWAQC) and the regional Climate, Energy, Environment Policy Committee (CEEPC). Planned work items, to be conducted mostly by in-house staff, include:

- The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) MWAQC; (c) Climate Energy, CEEPC; and (d) Commuter Connections Program (CCP).
- Oversight of the TPB/MWCOG activities such as: development/update of the long-range transportation plan, Transportation Improvement Program (TIP) regional air quality conformity analysis, regional Freight Plan, Performance-Based Planning and Programming (PBPP), Carbon Reduction Program, DMV Moves, TPB grant opportunities (Safety, Transportation Land Use Connections (TLC), Transportation Alternatives Programs (TA), Congestion Management Program (CMP) report, CCP, and other regional studies and activities undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling).
- Regional air quality planning related activities undertaken by MWAQC and CEEPC, including: development of PM2.5 Maintenance Plan, Ground-Level Ozone NAAQS Attainment SIP, Clean Air Partners program, and voluntary actions to help reduce regional greenhouse gases.

Statewide Planning Support Activities

This element of the SPR work program provides for staffing within the Northern Virginia District Planning section to participate in and provide assistance to Transportation and Mobility Planning Division and other sections within the Department and the local agencies in a variety of tasks including:

Corridor and sub-area studies to identify multi-modal improvements to the transportation system addressing specific congestion/mobility challenges in the near-, mid-, or long-term. Examples of such studies currently underway in FY 2026 include: US 1 from Cardinal Dr. Intersection to Route 234, Arcola Mills Dr. from Stone Springs Blvd to Loudoun County Parkway, Intersection of Fairfax County Parkway and Roberts Parkway, Van Dorn Street from Alexandria City Limits to Telegraph Road, Hoadly Road from Dumfries Road to Prince William County Parkway, Langston Blvd from N. Veitch St to N. Lynn St., and Leesburg Pike from Algonkian Pkwy to Route 15 Bypass, under the Strategically Targeted and Affordable Roadway Solutions (STARS) Program Corridor Improvement studies and Project Pipeline studies, Smart Scale performance-based project prioritization and funding process.

Ongoing planning functions supported by SPR funding include:

- Provide inputs and review of the findings and recommendations for the State LRP (VTRANS); assist with development and implementation of the Smart Scale Project Prioritization process;

- Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;
- Provide input and review of federal functional classification updates; and
- Provide assistance with General Assembly legislative impact statements and studies.

Project Development Support Activities

This element of the SPR work program represents the District Planning section staff working to:

- Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents).
- Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as Comprehensive Plan updates, traffic impact studies for major developments, Transit Development Plan studies, corridor and sub area studies. etc.
- Participate in the development and/or review of the traffic forecasts as developed by consultants for VDOT ongoing preliminary engineering/design projects and studies.
- Review and comment on various Environmental Impact Reports received by the District as part of VDOT's role in Inter-agency consultation process.
- Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park-and-Ride lots.

Local Planning Activities

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

- Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan/Master Plan amendment/Small Area Plans; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.
- Review and provide comments on locally prepared corridor, subarea studies, and plan reviews.
- Assist in the development of the transportation portion of local comprehensive/master plans as needed.
- Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

SPR FUNDS FOR SPECIAL STUDIES TO BE CONDUCTED BY CONSULTANTS OR ENTITIES OTHER THAN DISTRICT STAFF (LIST EACH STUDY INDIVIDUALLY)

In addition to supporting staff planning activities, SPR funding is used to fund special plans and studies requiring outside consultants. This takes two different forms, depending on the size, complexity and budget of the project.

Major SPR Special Projects: These are projects that require major funding (generally over $500,000) and time commitments and procurement of consultants. There are no current or anticipated Major SPR projects.

On-Call Consultant Plans and Studies: VDOT uses SPR funds to support routine planning projects, generally with budgets under $500,000 and requiring consultants. VDOT procures on-call consultants for 2-year contracts and assigns the appropriate consultant team to work on District-level projects as needed. VDOT also conducts STARS studies using SPR funds. These studies evaluate existing conditions data and traffic forecasts and develop project alternatives to address identified needs prior to a project being submitted for implementation funding. STARS studies that will be underway in FY 26 include:

- US 1 from Cardinal Dr. Intersection to Route 234
- Arcola Mills Dr. from Stone Springs Blvd to Loudoun County Parkway
- Intersection of Fairfax County Parkway and Roberts Parkway
- Van Dorn Street from Alexandria City Limits to Telegraph Road
- Hoadly Road from Dumfries Road to Prince William County Parkway
- Langston Blvd from N. Veitch St to N. Lynn St.
- Leesburg Pike from Algonkian Pkwy to Route 15 Bypass.

V. APPENDIX

Additional Tables

- Table A: Revenue - Detailed FY 2024 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2025 to June 30, 2026)

Memoranda of Understanding

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

Table A: Revenue - Detailed FY 2025 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2025, to June 30, 2026)

	FTA			FHWA			FHWA	FED	LOCAL	
	SECT 5303 80%	State 10%	Local 10%	PL FUNDS 80%	State 10%	Local 10%	Safety Set-Aside	CASP (FAA 90%) SPR (FHWA 80%)	CASP (10%) SPR (20%)	TOTALS
DDOT ALLOCATIONS										
NEW FY 2026	$698,650	$87,331	$87,331	$2,422,623	$302,828	$302,828	$77,648			$3,979,239
PRIOR UNEXPENDED	$213,787	$26,723	$26,723	$830,194	$103,774	$103,774	$0			$1,304,976
CARRYOVER FY 2025	$64,334	$8,042	$8,042	$247,472	$30,934	$30,934	$0			$389,758
SUBTOTAL – DC	**$976,771**	**$122,096**	**$122,096**	**$3,500,289**	**$437,536**	**$437,536**	**$77,648**			**$5,673,973**
MDOT ALLOCATIONS										
NEW FY 2026	$1,549,101	$193,638	$193,638	$4,302,643	$537,830	$537,830	$137,689			$7,452,369
PRIOR UNEXPENDED	$638,849	$79,856	$79,856	$1,500,846	$187,606	$187,606	$0			$2,674,619
CARRYOVER FY 2025	$163,461	$20,433	$20,433	$448,074	$56,009	$56,009	$0			$764,419
SUBTOTAL – MD	**$2,351,411**	**$293,926**	**$293,926**	**$6,251,563**	**$781,436**	**$781,436**	**$137,689**			**$10,891,407**
VDRPT & VDOT ALLOCATIONS										
NEW FY 2026	$1,452,688	$181,586	$181,586	$3,787,907	$473,489	$473,489	$121,407			$6,672,151
PRIOR UNEXPENDED	$543,294	$67,912	$67,912	$1,475,428	$184,429	$184,429	$0			$2,523,403
CARRYOVER FY 2025	$144,154	$18,019	$18,019	$372,506	$46,563	$46,563	$0			$645,823
SUBTOTAL – VA	**$2,140,136**	**$267,517**	**$267,517**	**$5,635,841**	**$704,481**	**$704,481**	**$121,407**			**$9,841,377**
TOTAL FHWA/FTA FUNDING ALLOCATIONS										
NEW FY 2026	$3,700,438	$462,554	$462,555	$10,513,173	$1,314,147	$1,314,147	$336,744			$18,103,759
PRIOR UNEXPENDED	$1,395,930	$174,491	$174,491	$3,806,468	$475,809	$475,809	$0			$6,502,998
CARRYOVER FY 2025	$371,949	$46,494	$46,494	$1,068,051	$133,507	$133,507	$0			$1,800,000
SUBTOTAL – FHWA-FTA	**$5,468,317**	**$683,539**	**$683,539**	**$15,387,692**	**$1,923,463**	**$1,923,463**	**$336,744**			**$26,406,756**
TOTAL BASIC UPWP	**$5,468,317**	**$683,539**	**$683,539**	**$15,387,692**	**$1,923,463**	**$1,923,463**	**$336,744**			**$26,406,756**
CASP PROGRAM								$526,314	$58,479	**$584,793**
SPR PROGRAM								$198,400	$49,600	**$248,000**
GRAND TOTAL UPWP	**$5,468,317**	**$683,539**	**$683,539**	**$15,387,692**	**$1,923,463**	**$1,923,463**	**$336,744**	**$724,714**	**$108,079**	**$27,239,549**

AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE PORTION OF THE METROPOLITAN WASHINGTON, DC-VA-MD URBANIZED AREA WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION'S BOUNDARIES

THIS AGREEMENT, made and entered into as of this 19th day of May 2021 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC--VA--MD Urbanized Area (Washington D.C. UZA).

WHEREAS, 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 mandate the establishment of a metropolitan planning organization ("MPO") in each US Bureau of Census defined "urbanized area" with a population of more than 50,000 individuals and as a condition to the receipt of Federal capital or operating assistance, which shall have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a MPO in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the "urbanized area" pursuant to the foregoing statutes; and

WHEREAS, since 1965 the TPB has been the designated MPO for the Washington, DC-MD-VA UZA, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

WHEREAS, based on US Census since the Washington, DC-MD-VA UZA population exceeded 200,000 it was classified as a Transportation Management Area (TMA) with additional metropolitan planning requirements placed on the TPB, while the Fredericksburg urbanized population, thru the 2010 US Census, was below 200,000 and hence was not designed a TMA and FAMPO had no additional metropolitan planning requirements beyond that of a MPO; and

WHEREAS, the additional responsibilities for a TMA specifically includes responsibilities to have a Congestion Management Process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 C.F.R. 450.332.(c) , as amended; and

WHEREAS, based on the year 2000 census data, the US Bureau of Census updated the urbanized area boundaries and included the northern portion of Stafford County as part of the Washington, DC-MD-VA UZA; and

WHEREAS, the northern portion of Stafford County added to the Washington, DC-MD-VA UZA was of FAMPO's metropolitan planning area (not urbanized area) as depicted in Figure 2; and

WHEREAS, as part of the process of re-evaluation of the MPO planning boundaries after the year 2000 census and as an outcome of discussions between the representatives of the TPB, Commonwealth of Virginia, Maryland, and Washington D.C. transportation department, **Federal Highway Administration** (FHWA), **Federal Transit Administration** (FTA), FAMPO and Stafford County held, in 2004; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, and 49 U.S.C. 5303 and applicable federal regulations and guidance it was collectively agreed to not expand the TPB's planning boundary and instead have the FAMPO continue conducting the metropolitan planning functions for Stafford county with the additional requirement that FAMPO undertake the additional responsibilities TMA applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

WHEREAS, the parties executed an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, FAMPO has continued to conduct the metropolitan planning process for all of Stafford County, including the additional TMA responsibilities applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

WHEREAS, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility for programming Surface Transportation Block Grant (STBG) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STBG funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

WHEREAS, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional TMA responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, DC-VA-MD urbanized area; TMA.

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

ARTICLE I

FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a

Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington, DC-MD-VA UZA exceeds 200,000 in population and the Washington D.C. UZA has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington, DC-MD-VA UZA extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1 while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to pursuant to 23 C.F.R § 450 as amended.

B. Congestion Management Process: FAMPO shall maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington, DC-MD-VA UZA, in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended. FAMPO will coordinate its development and update activities with the TPB, including those related to federally-required Performance-Based Planning and Programming (PBPP) process under 23.U.S.C. 150.

C. Programming Surface Transportation Block Grant (STBG) Funds: FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA-attributed STBG funds for the benefit of the TMA, consistent with 23 U.S.C. § 133.d.(2), as amended.

D. Selection of Projects: FAMPO shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds. FAMPO shall adhere to a project selection process for the STBG funds that prioritizes projects that are within or directly benefit the TMA, pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.

E. Unified Planning Work Program: FAMPO will maintain a Unified Planning Work Program ("UPWP"), developed in cooperation with the State and Providers of Public Transportation, that meets the requirements of 23 C.F.R part 450, subpart C. Implementation of the functions, responsibilities, and duties identified in this agreement shall be described specifically in the annual unified planning work program for FAMPO and the TPB.

F. Performance Based Planning and Programming: Pursuant with 23 U.S.C. 150, 23 C.F.R. 490 and 23.C.F.R. Subpart G 490.703, the TPB and FAMPO are required to establish performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program established for their respective urbanized areas. As noted in earlier sections of this agreement. the Washington, DC-MD-VA UZA is served by two MPOs, the TPB and FAMPO. Federal regulations (23 CFR §450.314(h)), note that when more than one MPO serves an urbanized area, the MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation "shall jointly agree upon and develop specific written provisions for cooperatively developing and

sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region." The TPB and FAMPO have jointly developed and executed a letter of agreement for this purpose and it is included as Attachment B.

ARTICLE 2

COORDINATION OF PLANNING ACTIVITIES

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the TPB, as a TMA, will undergo a joint certification review by the FHWA and FTA. Such a federal review is intended to ensure full compliance with the metropolitan planning requirements for a UZA. Since the TPB and FAMPO are jointly responsible for the metropolitan planning activities of the Washington, DC-MD-VA UZA, TPB and FAMPO will coordinate and participate in the joint federal certification process. The TPB will also participate and assist FAMPO in its certification review process as required.

ARTICLE 3

TIME FRAME OF THE PROCESS

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

ARTICLE 4

TERMINATION

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.

ARTICLE 5

AMENDMENTS

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

_____
Chairman, FAMPO

WITNESSED BY: _____
Administrator, FAMPO
Date: _____

_____
Chairman, NCR-TPB

WITNESSED BY: _____
Director, NCR-TPB
Date: May 19, 2021

Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas

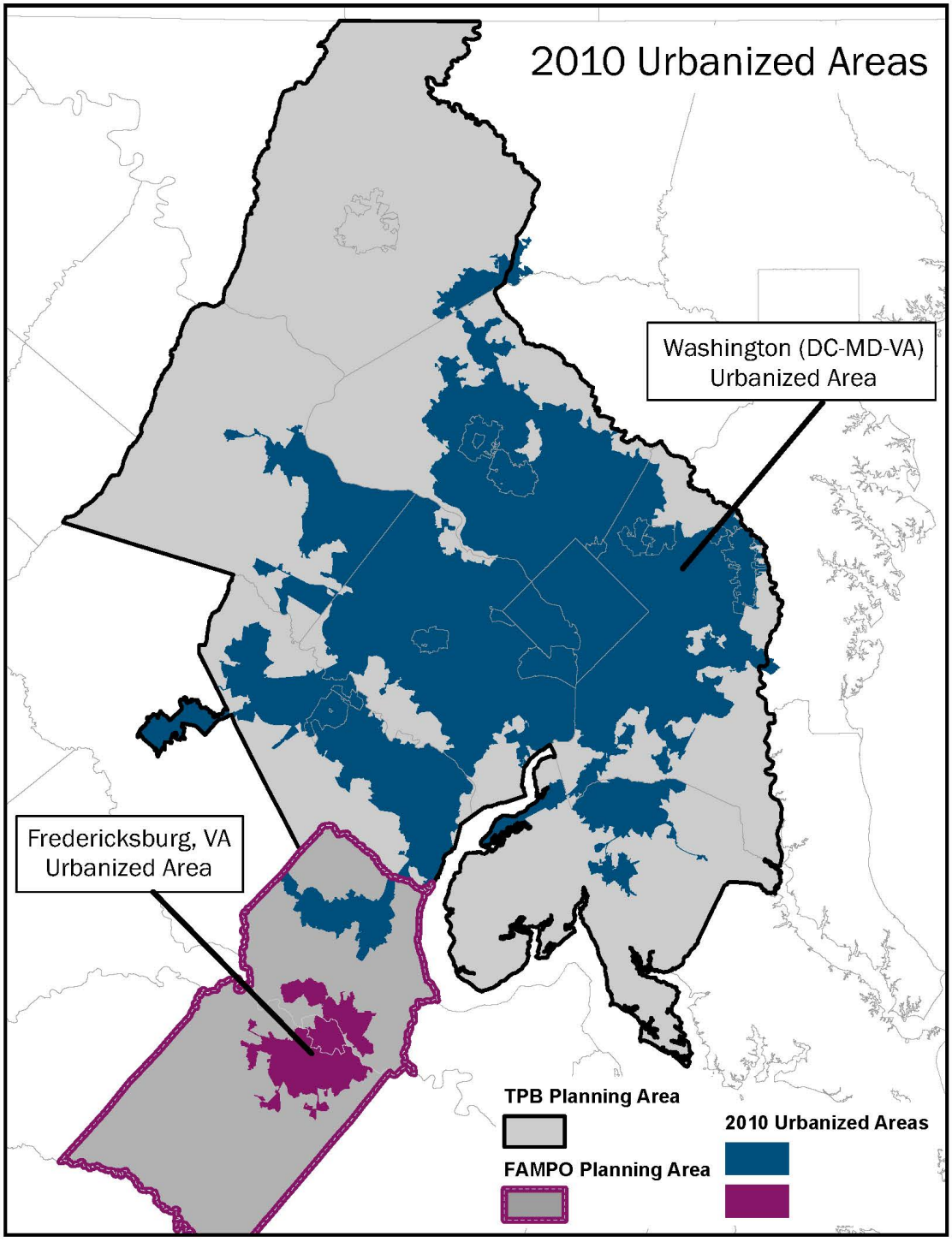
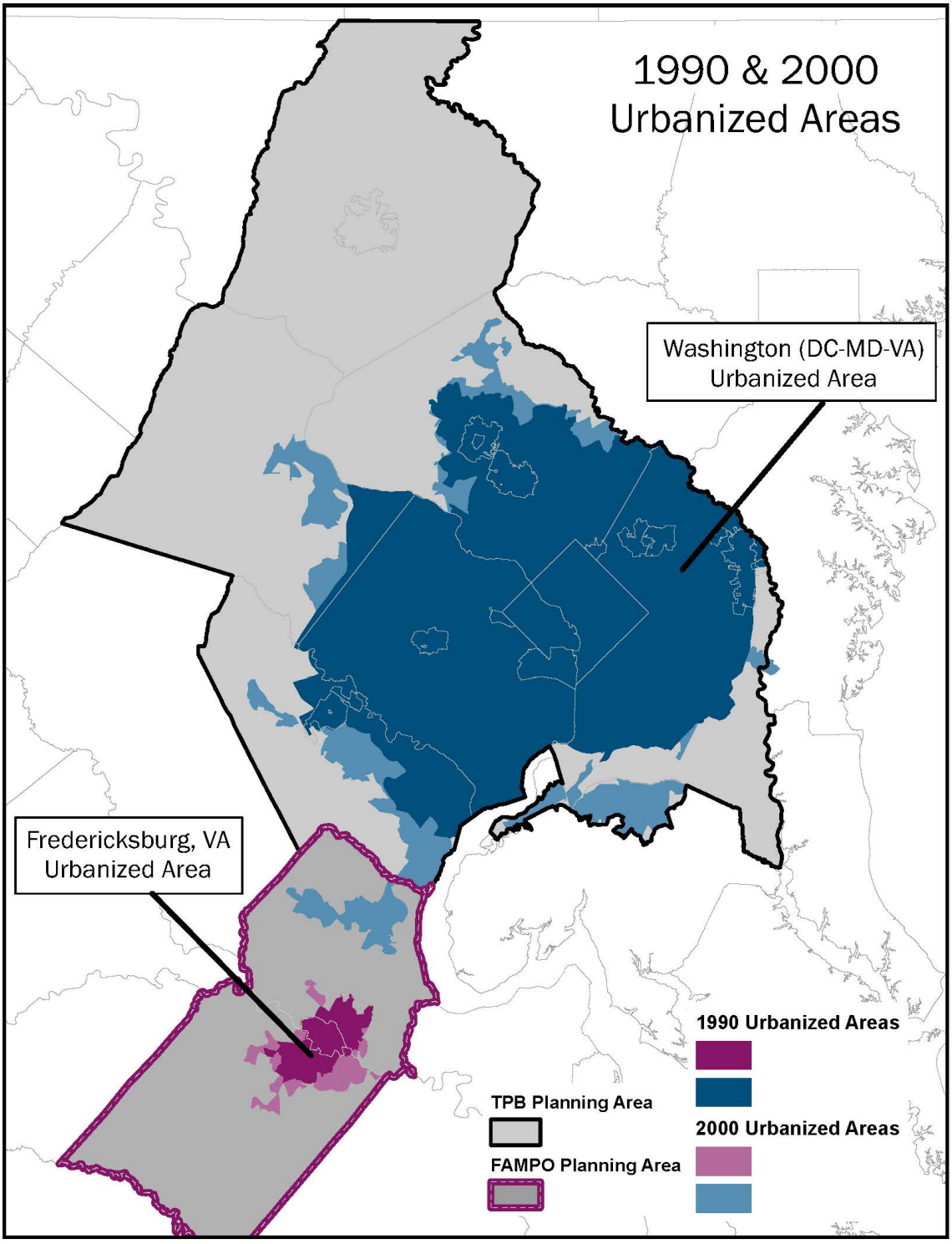


Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas – 1990 Vs 2000



TPB R18-2021
May 19, 2021

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION TO APPROVE THE 2021 TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF UNDERSTANDING

WHEREAS, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the federally designated MPO for the Washington (DC-MD-VA) urbanized area and has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, as a result of the 2000 Census, the Washington D.C. urbanized area (UZA) extended into the northern portion of Stafford County which is part of the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) metropolitan planning area; and

WHEREAS, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the portion of the Washington UZA that overlaps with the FAMPO planning area (northern portion of Stafford County); and

WHEREAS, the 2019 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review of the TPB and FAMPO recommended updating this MOU;

WHEREAS, between September 2019 and February 2021, the TPB and FAMPO have worked in cooperation with legal counsel, the Virginia Department of Transportation, Federal Highway Administration, and staff to develop and refine a draft MOU; and

WHEREAS, the TPB Technical Committee has received regular updates on the status of the development of the draft MOU, received the draft MOU on April 2, 2021, and the committee recommended approval by the TPB at its meeting on May 7; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board hereby approves the 2021 TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the TPB.

Adopted by the Transportation Planning Board at its regular meeting on May 19, 2021.

FAMPO
Fredericksburg Area Metropolitan Planning Organization

Cindy Shelton
Chair

Ian Ollis
FAMPO Administrator

FAMPO RESOLUTION 21-23

APPROVING THE TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF UNDERSTANDING

WHEREAS, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) serves as the MPO for Washington D.C. UZA; and

WHEREAS, as a result of the 2000 Census, the Washington D.C. UZA extended into the northern portion of Stafford County which is part of FAMPO; and

WHEREAS, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the transportation management area (TMA) in Stafford County; and

WHEREAS, the 2018 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review recommended updating this MOU;

WHEREAS, between September 2019 and February 2021, FAMPO has worked with legal counsel, VDOT, FHWA, and staff to develop and refine a draft MOU in cooperation with the TPB.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization hereby approves the TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 15, 2021.

Cindy Shelton, Chair
Fredericksburg Area Metropolitan Planning Organization
Policy Committee

Attachment 1 – TPB-FAMPO MOU

TPB R6-2016
January 20, 2016

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AGREEMENT BETWEEN THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD AND THE CALVERT-ST. MARY'S METROPOLITAN PLANNING ORGANIZATION AND CALVERT COUNTY, MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the TPB's planning area is part of the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, as shown on the map in Attachment A, and as such, is subject to regional air quality conformity analysis of its Transportation Plans and Transportation Improvement Programs (TIPs); and

WHEREAS, the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area also includes Calvert County, and transportation projects within Calvert County have been included in TPB's regional air quality conformity analysis as appropriate; and

WHEREAS, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) is the newly officially designated MPO for Southern Maryland, whose planning area includes Calvert County, as shown on the map in Attachment B; and

WHEREAS, under federal surface transportation legislation (23 U.S.C. § 134 and 49 U.S.C. § 5303) related to MPO Consultation in Plan and TIP Coordination for Nonattainment areas, "If more than one metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. § 7401 et seq.), each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs" and

WHEREAS, the TPB and the C-SMMPO have agreed to consult with the Maryland Department of Transportation (MDOT) in the coordination of their respective plans and TIPS; and

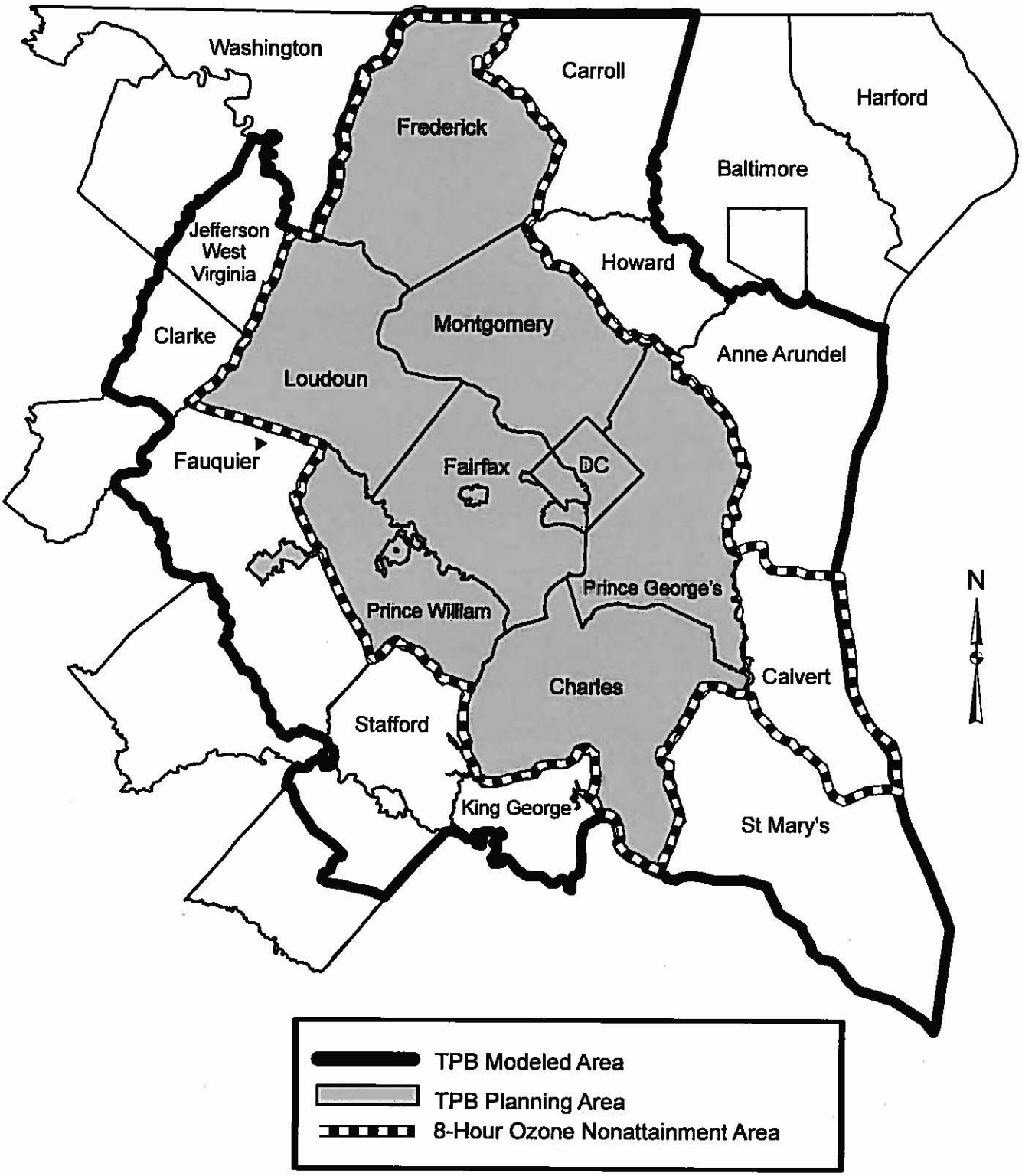
WHEREAS, the TPB, the C-SMMPO, and Calvert County have agreed to a process where C-SMMPO will develop Plans and TIPs to include Calvert County projects, and the TPB will continue to include theseCalvert County projects in its regional air quality conformity analysis;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves execution, by its Chairman, of the attached ***Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's***

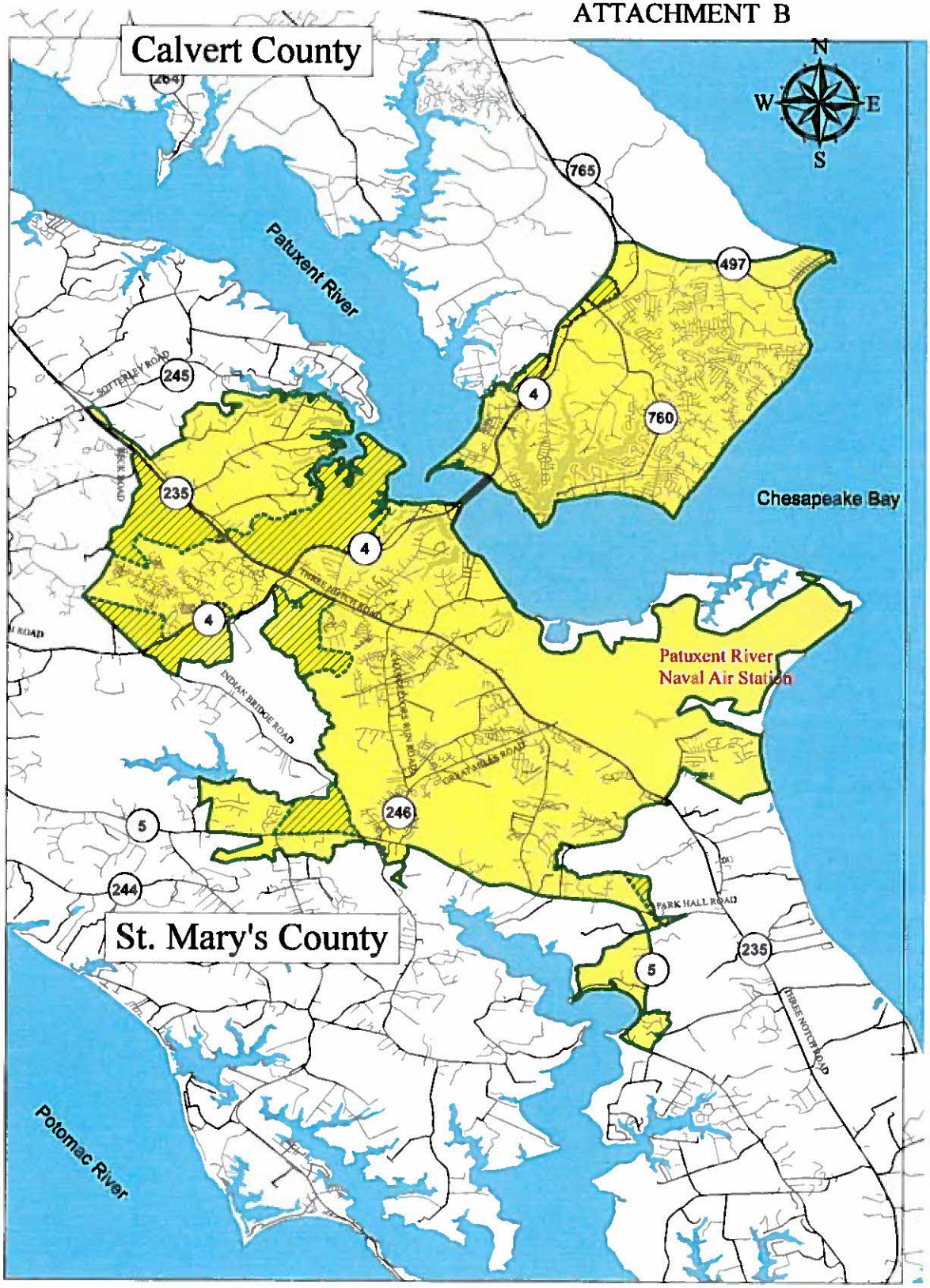
Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland document to ensure that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments).

Adopted by the Transportation Planning Board at its regular meeting on January 20, 2016

ATTACHMENT A
TPB Transportation Planning Area and Washington, DC-MD-VA 8-Hour Ozone Nonattainment Area



ATTACHMENT B



Legend

- Boundary Line
- Urbanized Area Boundary Incorporated into Adjusted Urbanized Area
- Adjusted Urbanized Area
- Metropolitan Planning Area

Calvert - St. Mary's Metropolitan Planning Organization Adjusted Urbanized Area and Metropolitan Planning Area

April 2015

Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland

Recognizing that Calvert County, Maryland, is a member of the C-SMMPO and is included in the Washington DC-MD-VA 8-hour Ozone Nonattainment area, TPB and C-SMMPO and Calvert County agree upon the following procedures for ensuring that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments):

1. Transportation plans, programs, and projects in the C-SMMPO Metropolitan Planning Area (MPA) of Calvert County will be included in the Long Range Transportation Plan and Transportation Improvement Program developed by the C-SMMPO.

2. The C-SMMPO and Calvert County, in consultation with the Maryland Department of Transportation (MDOT), will submit the plan, program, and project inputs for Calvert and for the C-SMMPO MPA to the TPB for inclusion in each update of the TPB's regional air quality conformity analysis and determination for the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area.

3. The timeframe for analysis and coordination will be outlined by the schedule in the TPB's *Call For Projects* document for each cycle.

4. The TPB's *Air Quality Conformity Scope of Work* will provide details regarding the steps taken to ensure compliance with the Federal Transportation Conformity Rule (40 CFR 51 and 93). For example, the TPB will coordinate with Calvert County and the State of Maryland to obtain all necessary analysis inputs and latest planning assumptions (e.g., land activity, vehicle registration data, etc.).

5. Project level conformity analyses will continue to be performed by the State, and assessed through the interagency consultation process, as is currently done for all state projects.

6. Calvert County will be involved in all aspects of the TPB's air quality conformity analysis and determination including its interagency consultation process:

    - Formal involvement for Calvert County on the TPB will be provided through MDOT, and through Calvert County's membership on the

Metropolitan Washington Air Quality Committee (MWAQC) and on the MWAQC Technical Advisory Committee.

- Informal involvement by Calvert County will be provided through participation by representatives of Calvert County in TPB committees and processes concerned with regional air quality conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

7. The TPB will provide copies of the conformity report to C-SMMPO and Calvert County at the completion of each conformity cycle. As relevant, portions of the TPB conformity report will be included in the C-SMMPO Plan and TIP documentation to demonstrate conformity.

This agreement will remain in effect for the 2008 Ozone National Ambient Air Quality Standards (NAAQS) and all future NAAQS applicable to Calvert County.

Executed by the undersigned this _____day of_____2016:

Tim Lovain, Chair
National Capital Region Transportation
Planning Board

Steven R. Weems, Chairperson
Calvert – St. Mary's Metropolitan
Planning Organization

Evan K. Slaughenhoupt Jr, President
Board of County Commissioners
Calvert County, Maryland

Approved for legal sufficiency
on January 27, 2016 by

County Attorney

Department of Community Planning and Building
INTEROFFICE MEMORANDUM

TO: Board of County Commissioners
VIA: Terry Shannon, County Administrator TLS
VIA: Thomas Barnett, Director of Community Planning and Building
FROM: Patricia Haddon, Principal Planner
DATE: January 27, 2016
SUBJECT: Agreement between the National Capital Region Transportation Planning Board and the Calvert-St. Mary's Metropolitan Planning Organization and Calvert County, Maryland on the conformity analysis and determination to transportation plans, programs, and projects in Calvert County, Maryland

Background:
In their letter of July 24, 2015, to Dr. Kwame Arhin, Planning & Program Manager of the Federal Highway Administration, Maryland Division, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) advised that they were coordinating the required air quality conformity analysis with the MPO for the National Capital Region, Transportation Planning Board (TPB), as Calvert County's portion of the C-SMMPO was within the non-attainment area for the 2008 8-Hour Ozone area within the National Capital Region.

Transportation plans, programs and projects in Calvert County must be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area, as per a Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties (Attachment A) and TPBs current resolution, adopted in 1993 (Attachment B.)

The TPB resolution (R23-93, Resolution Responding to Governor Schaefer's Letter Concerning the Metropolitan Planning Boundary in Maryland) which includes Calvert county in the TPB's air quality conformity analysis was the result of coordination between the State transportation air agencies and the Federal Highway Administration (FHA) and the Federal Transit Administration (FTA), in response to requirements in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Discussion
Since the establishment and inclusion of Calvert County in the C-SMMPO, the TPB staff has initiated discussions with the Maryland Department of Transportation to review and update the 1993 resolution. Updates have resulted in the attached agreement between TPB, the C-SMMPO, and Calvert County to address analysis issues related to inclusion of C-SMMPO and Calvert County transportation plans, projects and programs in TPB's regional air quality conformity analysis. The agreement has been reviewed by the TPB, MDOT, the C-SMMPO, FHA and FTA, and the County Attorney, John Norris. The agreement requires BOCC approval and signature.

Conclusion/Recommendation:
Staff requests the BOCC review and authorize signature of the attached agreement by the President of the County Commissioners, Evan Slaughenhoupt.

Attachments: 3

ATTACHMENT A

Proposalfor Satisfying Federal Metropolitan Planning Requirements
for Charles and Calvert Counties

The TPB proposes the conformity procedures defined in parts 1-4 below. These procedures affirm the practices that have been used for the past two years for the Metropolitan Washington Region non-attainment area as a means for assuring conformity in Charles and Calvert Counties.

1. The TPB agrees with Governor Schaefer that Charles and Calvert Counties not be a part of the planning area covered by the TPB.

2. Transportation plans, programs and projects in Charles and Calvert Counties will be excluded from the TPB's Long-Range Transportation Plan and six-year Transportation Improvement Program (TIP). and included in the statewide Long-Range Transportation Plan and state-wide Transportation Improvement Program (STIP) developed by the State of Maryland.

3. Transportation plans, programs and projects in Charles and Calvert Counties will be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area (MSA). Conformity determinations concerning proposed added projects will be based on a system level analysis for the non-attainment area.

4. Charles and Calvert Counties will be involved in all aspects of the conformity analysis and determinations.

- Formalinvolvement for Charles and Calvert Counties will be provided through the Maryland Department of Transportation on the TPB, and through Charles and Calvert Counties' membership on MWAQC and its Technical Staff Coordination Committee (TSCC).

- Informal involvement by Charles and Calvert Counties will be provided through participation by their representatives in COG and TPB committees and processes concerned with conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

These procedures are subject to amendment should they be found in conflict with the final rule on conformity promulgated by the U.S. Environmental Protection Agency.

ATTACHMENT B

TPB R23-93
December 16, 1993

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION RESPONDING TO GOVERNOR SCHAEFER'S LETTER CONCERNING THE METROPOLITAN PLANNING BOUNDARY IN MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires MPO boundaries to "at least include the boundaries of the non-attainment area, except as otherwise provided by agreement between the metropolitan planning organization and the Governor;" and

WHEREAS, in a letter of April 16, 1992, the Governor of Maryland presented a proposal to the TPB under which "the Washington area MPO boundaries should not be expanded to encompass Charles and Calvert Counties;" and

WHEREAS, on September 16, 1992, the Transportation Planning Board (TPB) requested that the Metropolitan Washington Air Quality Committee (MWAQC) consider and provide comments to the TPB on the implications of Governor Schaefer's request for air quality planning and conformity findings in the Metropolitan Washington Area; and

WHEREAS, there has been extensive coordination with the State Transportation Agencies and the State Air Quality Agencies, who are members of MWAQC, and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

WHEREAS, on December 9, 1992, the MWAQC adopted a set of recommendations to the TPB on responding to Governor Schaefer's request; and has transmitted those recommendations to the TPB; and

WHEREAS, the "Interim Guidance on the ISTEA Metropolitan Planning Requirements" issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of April 6, 1992, contains the following guidance on Metropolitan boundaries:

"In non attainment areas, if the MPO and the Governor agree to exclude a portion of the nonattainment area, they must be able to demonstrate how conformity will be ensured in the excluded portion. Such proposals should be coordinated with FHWA, FTA, EPA, the state transportation agency.and the state air quality agency before a final decision is made".

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board endorses the MWAQC recommendations as defined in Attachment A, agrees to respond favorably to the April 16, 1992 request of the Governor of Maryland, and also to transmit copies to the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency.

Adopted by the Transportation Planning Board at its regular meeting on December 16, 1992.

TPB R10-2025
March 19, 2025

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION TO APPROVE
THE FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the Unified Planning Work Program is required as a basis and condition for all funding assistance for transportation planning to state, local and regional agencies by the FTA and FHWA; and

WHEREAS, the FY 2025 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board (TPB) on March 21, 2024; and

WHEREAS, on February 19, 2025, the TPB released the draft FY 2026 UPWP for comment; and

WHEREAS, the TPB had the opportunity to review the outline and budget on January 22, 2025 and the draft document on February 19, 2025; and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 10, 2025 and the draft document on February 7, 2025, and recommended approval by the TPB of the final draft FY 2025 UPWP at its meeting on March 7, 2025; and

WHEREAS, on March 19, 2025, the TPB adopted resolution R9-2025 which identifies certain work activities and budgets for carryover funding from FY 2025 to FY 2026, and these work activities and budgets are incorporated into the final version of the FY 2026 UPWP.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2026 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

Adopted by the Transportation Planning Board at its regular meeting on March 19, 2025.