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FY 2025



National Capital Region
Transportation Planning Board

Work Program Progress Report
FEBRUARY 2025

FY 2025

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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The TPB approved its FY 2025 Unified Planning Work Program (UPWP) in March 2024. The TPB Work Program Progress Report summarizes each activity for February. In addition, this report concludes with status updates reflecting timelines for all ongoing program plans and projects. Please reference the 2025 UPWP for details concerning the approved budget, and work description for each task. The following graphics identifies all the activities in the UPWP.

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Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	\$1,776,609	\$99,020	9%	43

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 – Visualize 2045 Implementation

Before a staff member retired, guidance was provided to future staff outlining the next steps for updating the transit access focus areas. Through the zero-based budgeting process for Visualize 2050, staff prepared for the remaining PIT fields to be reviewed by internal staff including the implementation of the Visualize 2045, 14 priority strategies through future investments captured by the agency's proposed project inputs for Visualize 2050.

1.2 – Environmental Justice and Equity

Staff reviewed new executive orders related to rescinding related environmental justice and equity requirements and began considering how changes will be made to Visualize 2050 and long-range planning work.

1.3 – Future Plan Development

Staff presented a status report to the Technical Committee and STWG at the February meetings on the status of the many zero-based budgeting activities. Staff prepared for presentations to the Technical Committee, Community Advisory Committee, and the Board in March. Staff continued assisting agencies as they progressed through the remaining six steps of the zero-based budgeting exercise keeping track of which agencies were on which steps. Staff continued working on improving data accuracy in the PIT. As part of the zero-based budgeting process for Visualize 2050, staff prepared for the remaining PIT fields to be reviewed by internal staff on a state-by-state basis and began creating project review spreadsheets starting with DC.

Staff continued discussions with VDOT on the draft schedule for the remainder of Visualize 2050's development this year in coordination with the Southside Express Lanes continued project development. Staff held the monthly 2050 team meeting, weekly meetings for plan coordination and PIT items. Staff met bi-weekly with the graphic designer, reviewed and finalized constructing the new Visualize 2050 website in advance of sharing it publicly in March. Staff continued drafting sections of the plan and parts of the Visualize 2050 process documentation.

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

1.4 – Federal Compliance

Staff continued monitoring new developments with the executive orders to determine how the new administration's priorities would affect the TPB's work. Staff began identifying updates to the language used and methods of analysis in long-range planning work.

1.5 – Policy Board-Directed Activities

Staff maintained a calendar of key activities and met internally to ensure progress on plan development and updated the schedule for 2025. Staff continued work on the conformity analysis as directed by the Board as well as the remaining steps of the zero-based budgeting exercise.

1.6 – Resiliency Planning

Staff continued to make progress on two consultant projects, the Regional Interior Flooding Analysis and the Economic Impact Case Study/Analysis, which will continue to enhance our understanding of resilience challenges on the transportation system of the region. For the interior flooding analysis, staff worked with the consultant once data was acquired to begin

review and analysis, which has now begun. Work on the economic impact case study project continued with various levels of analysis completed by the consultant on the initial asset selected, the bus stop. TPB staff met with WMATA staff in the field at the selected rail stop, Greenbelt, to review the asset in person and discuss questions with engineers and planners. Staff finalized planning and held joint subcommittee meeting between the Regional Transportation Resilience Subcommittee (RTRS) and the Regional Public Transportation Subcommittee (RPTS) on February 25. Staff also reviewed grant application language and coordinated preparation of letters of support for grant applications.

Staff also continued to work across departments at COG and the region: attended various regional resilience meetings, including the Community & Local Government Capacity Resilience Sector Working Group meeting for the Resilient Maryland Strategy project, Virginia, and Maryland state Silverjackets meetings, worked with the TPB GIS department on various ongoing data analysis projects, and connected individually with various MPO resilience staff to check in on projects and progress. Staff also continued to participate in advancing the field of transportation resilience planning by attending webinars and reviewing reports and continues to serve on the leadership team organizing AMPO's Environment and Resiliency interest group quarterly webinars, attending bi-monthly resilient roads roundtable meetings, and monthly meetings with transit resilience planners from up and down the east coast.

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

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1– Transportation Improvement Program (TIP)

At its meeting on Friday, February 7 the TPB Steering Committee reviewed and adopted a resolution approving an amendment to the FY 2023-2026 TIP to restore a defunct TIP record, T5838 as a project grouping record for Congressional Earmark Projects, and to add the Frederick and Pennsylvania Rail Trail project as the first of up to 10 component projects to this project grouping. The amendment adds \$350,000 in Community Project Funding/ Congressionally Directed Spending (CPF-Earmark) and local matching funds for this first component project. All projects in this grouping are selected and sponsored by the counties or municipalities they are located in. MDOT's State Highway Administration (SHA) is being utilized to administer the federal portions of the funding to the appropriate agencies since the mechanisms to do this are already in place.

During the month of February, TPB staff approved administrative modifications to eight records as requested by DDOT.

2.2– TIP Database Support

Consultant EcoInteractive, continued to provide their Software as a Solution platform, customized and branded as TPB's Project InfoTrak database application, as well as ongoing bug fixes and help desk support for staff and member agency users.

In February, TPB continued to hold regular weekly meetings with a representative from EcoInteractive. The consultant performed the following tasks under the ten (10) standard maintenance hours per month provided for in the baseline contract:

The consultant also performed the following tasks under a professional services expansion package to the baseline contract that provides forty (40) hours of additional work per quarter:

- Work on Bulk Import tool for uploading project information.

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

3. PLANNING ELEMENTS

3.1. Performance-Based Planning

The highway and transit safety targets adopted in December were transmitted to the State DOTs in accordance with the PBPP letters of agreement. Sections of the Visualize 2050 plan documents were updated with the new targets and supporting information.

3.2 Congestion Management Process

Congestion Management Process (CMP) data compilation and analysis for Quarterly Reports continued.

3.3 Systems Performance, Operations, and Technology Planning

Staff worked on relevant sections of the long-range plan documents.

Staff attended the quarterly RITIS Users Group meeting and attended the Eastern Transportation Coalition's workshop *Using Probe Data Analytics & GIS for CMP Reports*.

Staff attended the monthly Talking TIM webinar presented by FHWA.

3.4 Transportation Emergency Preparedness Planning

Staff attended a Transportation Emergency Preparedness Committee (R-ESF 1) meeting on February 12, at which recent events were discussed for lessons learned, including the Potomac River air collision.

Preparations were undertaken for future meetings discussing current regional transportation emergency preparedness issues.

3.5 Transportation Safety Planning

Meetings were held with the consultant team to advance the Regional Safety Study update, including discussions about modifying the contract scope to include additional analysis on contributing factors. A formal request was issued to the consultant team for a proposal to expand the project scope accordingly. Staff received and reviewed the proposal and held internal discussions to issue a contract modification.

A planning session was held on February 3 and 25 with the Transportation Safety Subcommittee Chair to discuss a potential new format for Subcommittee meetings. Communication exchanges continued throughout the month to plan for an engagement activity at the March Subcommittee meeting.

3.6. Bicycle and Pedestrian Planning

Identified speakers and created an agenda for the March Bicycle and Pedestrian Subcommittee meeting. Hosted the Street Smart advisory group on February 10. Prepared and Submitted DC and VA grant applications for FY 2026 Street Smart. Attended DC Safe Street Coalition meeting, Prince George's Near Miss Study kick-off meeting,

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee (RPTS) met in an in-person/hybrid format on February 25 at the COG building. This month, RPTS held a joint subcommittee meeting with the Regional Transportation Resilience Subcommittee. There were presentations related to transit and more general transportation, resilience-related projects across the national capital region

and beyond, including from the Northern Virginia Regional Commission, the Maryland Transit Administration, the D.C. Dept. Of Energy and Environment, and New Jersey Transit.

Staff continued to support the DMVMoves transit initiative, developing meeting and reference materials and working with on-call planning consultants, focusing ultimately on the development of a comprehensive regional transit funding model and service baseline.

Staff continued work on development of the Visualize 2050 plan, including content for mode specific planning process chapters, such as railway and bus transit.

Staff attended the monthly WMATA JCC and NVTC MAC meetings. Staff also participated in a walking tour of resilience concerns and projects at the Greenbelt Metrorail station. Finally, staff organized and facilitated a webinar for AMPO's Transit Interest Group related to the different roles an MPO can have in transit planning.

3.8. Freight Planning

Discussions were held with the Freight Subcommittee Chair to identify topics and speakers for the May Freight Subcommittee meeting.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

The regularly scheduled monthly meeting of the MATOC Severe Weather Coordination Working Group was cancelled for February.

On February 27, the MATOC Operations Subcommittee met in person at the MATOC offices in College Park. There was a review and discussion on regionally significant events from the month of January in the NCR. Planning began for this year's MATOC Regional Traffic Incident Management Activity event. Other topics regarding traffic operations in the NCR were presented.

The regularly scheduled MATOC Steering Committee was held on February 21. Topics discussed included communications, coordination, Traffic Incident Management topics, and the upcoming draft FY 2026 work program.

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

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

The February 13 meeting of the TPB Community Advisory Committee (CAC) was held as a hybrid meeting. The meeting featured greetings from the TPB chair and director, new member orientation, and introduction to TPB and CAC communications resources, a briefing on the TPB and the CAC's role in regional transportation planning, a presentation on the DMVMoves progress, and a discussion of upcoming priorities for the TPB this year. This was the first meeting of this CAC cohort.

4.2 Communications

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

Video: Safe Streets in the DMV

February 11, 2025

As more workers return to the office, Commuter Connections promotes free resources, commuter incentives

February 12, 2025

Latest TPB Intercity Travel Study shows rebound in rail and leisure travel

February 28, 2025

Staff updated the following pages on the COG website: TPB Comment Form

Staff posted the following publications to the COG website: TPB Regional Roadway Safety Summit Post Event Summary (February 7) and TPB Intercity Bus and Rail Travel Study Final Report – 2024 (February 24)

Staff shared information about TPB activities via social media:

COG Annual Report (February 5), Transportation Land-Use Connections and Regional Roadway Safety application reminder (February 7), WMATA Better Bus Network launch (February 7), Safety in the DMV video (February 11), TPB February 19 meeting reminder (February 14), Commuter Connections resources (February 18), Montgomery County return to office (February 18), TLC and Regional Roadway Safety Program application reminder (February 26), Commuter Connections commute smarter (February 28)

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

TPB staff launched the new Visualize 2050 website, visualize2050.org, on February 25. Staff prepared a presentation on the new website for the March 7 TPB Technical Committee. Staff continued review and editing of Visualize 2050 process documents and preparation of map graphics for the plan document.

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

5. TRAVEL FORECASTING

5.1 Network Development

Staff coded a year-2017 network for development of on-road mobile emissions inventories for the 2015 ozone National Ambient Air Quality Standards (NAAQS) Maintenance State Implementation Plan (SIP).

Following a review of transit lines and stops, staff continued to implement updates to the bus stop locations in the regional network database for all four time-of-day periods, completing years 2023, 2025, 2026, and 2030. These updated networks will be used for data request transmittals.

Staff continued to work on the Gen2 Travel Model and Gen3 Travel Model network development reports.

Network development staff coordinated the Visualize 2050 activities with the Planning Data and Research (PDR) Team. Staff also prepared summaries of high-capacity transit system miles, which will be included in the Visualize 2050 plan documentation.

Network staff continued to fix some network coding issues that were found in the Air Quality Conformity Analysis of Visualize 2050 and the Gen3 Model Usability Testing.

Staff successfully addressed an issue found in the COGTools Station Management Module, but network staff found a new issue in the exported station file. Staff are investigating the issue.

Staff modified COGTools to allow users to continue to edit a transit network even if a fatal coding error is reported in the tool.

Staff are working to develop transportation networks for the analysis years of 2017, 2022, 2032 and 2038 for the ongoing SIP work. In February, staff resolved several issues encountered when loading an old 2017 network database and editing it for the SIP work in COGTools.

In response to an internal data request from the GIS unit of COG's PDR Team, staff provided documentation on the existing GTFS processing procedure and are preparing the requested data items.

Staff recommended retaining consultant assistance for migrating COGTools from the ArcGIS 10.x platform to ArcGIS Pro. Staff met on February 13 to discuss the next steps. Staff are developing a statement of work (SOW) for an upcoming request for proposals (RFP).

Staff continued to develop utilities in Python that can be used to facilitate network development activities. In February, staff enhanced a Python program created in January for GTFS data processing and successfully used it to replicate the GTFS outputs from the existing process for the entire region.

Staff continued to develop a highway and transit network report for the Gen3 Travel Demand Model. This report will be included in the Gen3 Model transmittal package when the model is released for production use. In parallel, staff will also develop a highway and transit network report for the Visualize 2050 work.

5.2 Model Development and Support

The TPB Travel Forecasting Subcommittee (TFS) generally meets in odd-numbered months, so it did not meet in February. Nonetheless, Staff prepared the meeting highlights for the January 24 TFS meeting.

Generation 2/Ver. 2.4 Travel Model

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

Per request from COG's Planning Data and Research (PDR) Team, staff extracted the modeled truck travel times to access regional airports. Staff also plotted them and compared them to Google Maps travel times for reasonableness checks. The data was transmitted to the PDR Team on February 5.

Staff developed a post-processing highway assignment procedure that implements the Cube Subarea Trip Extraction (STE) functionality for both Gen2 and Gen3 models. In February, staff tested the program in a congestion pricing scenario analysis and developed a memo, dated 2/26/25, that documents this program and the testing results. Based on the testing results, staff do not recommend the current program for production use.

Generation 3 Travel Model

Staff continued to work on the Phase 3 development of the Gen3 Travel Model, a simplified activity-based travel model (ABM) implemented in both ActivitySim software and Bentley Systems OpenPaths Cube software. The goal of Phase 3 is to ensure that the new model is working correctly prior to its introduction to production use. Phase 3 also involves updating related modeling procedures that will be needed to use the model for production work (e.g., toll setting). COG/TPB staff is taking the lead on the Phase 3 development, with support from the on-call consultant team, RSG and Baseline Mobility Group (BMG). Specifically:

- COG and RSG staff had a check-in meeting on February 26. During the meeting, staff asked RSG to remove the Sharrow implementation task from the current on-call support contract and transfer the remaining funds (10k) to other tasks.
- Staff continued to make updates, including new features, feature enhancements and bugfixes, to the Gen3 Model as needed.
 - RSG was tasked with addressing several issues identified based on the usability testing results. RSG staff provided status updates on February 27. The work will continue in March.
 - Staff ran MOVES for the Gen3 Model for both 2025 and 2050 and found a noticeable increase in air pollutants, including greenhouse gas emissions, compared to the Gen2 Model. Staff attributed this change mainly to the global 15% increase in truck/commercial vehicle (CV) trips (especially heavy-duty truck trips) in the Gen3 Model that the consultant had instituted. Staff further compared the modeled truck VMT in the Gen2 and Gen3 models to the observed data from HPMS, and the findings did not justify the global increase of truck/CV trips. As such, in a 2/6/25 email, staff requested RSG reverse the 15% increase of truck/CV trips in the Gen3 Model.
 - Per a 2/27/25 email, staff requested RSG to revert to the SANDAG coefficients in the Daily Activity Pattern (DAP) model to see more reasonable model responses to changes in telecommute frequencies.
 - Staff found a potential discrepancy in the internal truck/CV trip distribution model in terms of the lack of consideration of tolls in the truck/CV impedances. After conducting a sensitivity test that examined the model effects of including the tolls, staff implemented this model change on GitHub.
 - Staff updated the hourly traffic volume distribution lookup table in the speed post-processor based on the 2018 hourly traffic count data. Staff performed QA/QC checks on the updated distribution and transmitted the data to the Model Application Group on February 14.
 - Staff continued to review the Gen3 Model User's Guide and update it up to Version 1.0.3.
 - The testing of ActivitySim Version 1.3.1 for the Gen3 Model was also put on hold.
 - Staff tested different stopping criteria in the toll searching algorithm to better match simulated tolls with the observed data. The testing is currently on hold until RSG updates the Gen3 Model.
- Staff continued to work on the Gen3 Model usability testing:
 - Staff reviewed the year-2050 model results and found them to be reasonable.
 - Staff conducted three hypothetical sensitivity tests in 2025 that mainly aimed to compare the responses of the Gen2 and Gen3 models in the same, or largely consistent, scenario setup, and to showcase the capability of the Gen3 Model to provide additional insights with its disaggregated data. Specifically,
 - Staff conducted a sensitivity test in both the Gen2 and Gen3 models that adds one lane per direction on I-95 between the DC and Baltimore beltways and documented the work in a memo dated 2/18/25. Staff are working to address the comments on this memo.
 - Staff conducted another 2025 sensitivity test that simulates the telecommuting frequencies in a post-Covid condition. Staff first conducted the test in the Gen3 Model and then conducted a comparable scenario in the Gen2 Model. In review of the preliminary testing results, however, staff found a discrepancy between the scenario assumptions

and model outcomes. This test is currently on hold as RSG is working to address the discrepancy by updating the DAP coefficients in the Gen3 Model.

- Staff conducted the third sensitivity test in both Gen2 and Gen3 models that implements a hypothetical cordon pricing scheme in the DC central business district (CBD). Staff are in the process of developing a memorandum to document this work.

Software support

Working with COG's Office of Information Technology (IT), TPB staff continued to maintain the software and hardware used to conduct travel demand forecasting and mobile emissions modeling. Hardware includes travel model servers (TMS) and mobile emissions model workstations (MEMWs) maintained at COG. Software includes Bentley Citilabs Cube, Python, Git/GitHub, R, MOVES, MySQL, MariaDB, and a travel speed post processor, implemented in Cube, for estimation of mobile emissions.

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

Other activities

In February, staff serviced five data requests:

- Two requests were for the Gen2/Ver. 2.4.6 Travel Model. One of them was from a consultant working for the Airport Cooperative Research Program on estimating airport ground access mode choice models for BWI, DCA, and IAD in the Baltimore-Washington region. The other request was from a consultant working for Virginia Passenger Rail Authority on an Amtrak Ridership & Revenue Study, assessing the ridership and revenue impact of potential service changes to intercity passenger rail services in Virginia. This data request included person trips and vehicle trips files, for the years 2017, 2021, 2023, 2025, 2030, 2040, and 2045, and documentation regarding long-term COVID-related impacts included in the Gen2/Ver. 2.4.6 Travel Model.
- The third data request was from COG staff for Round 10 land use data by TAZ.
- The fourth request was for the loaded-link highway network files for the years 2017, 2021, 2023, 2025, 2030, 2040, and 2045 by a consultant working on forecasting traffic growth for Anacostia (Suitland Parkway, Howard Road, South Capitol Street, Firth Sterling Avenue, and I-295).
- The fifth request was from the Maryland-National Capital Park and Planning Commission (M-NCPPC) Montgomery County for COG/TPB's Select-Link Analysis (SLA) program that is compatible with the Gen2/Ver. 2.3.78 Model to conduct some traffic analyses within Montgomery County.

Working with Bentley Systems and COG's IT staff, staff resolved a Cube license issue and a missing .DLL file issue encountered by several staff members by updating Cube, CONNECTION Client, and Visual C++ Redistributable Packages for Visual Studio 2013 on staff computers and modeling servers.

Staff contacted Bentley staff for a status update on finding a possible solution to a Cube Cluster issue encountered when staff tested Cube 2024 with COG/TPB's regional travel models. Staff subsequently transmitted a COG travel model to Bentley for the testing on their end.

Staff attended the 2025 TRB COG Staff Debriefing Meeting on Wednesday, February 12.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays. Staff also attended the Monthly Partners-Only Check-in meeting on February 16.

Staff continued to conduct daily modeling work on Amazon Web Services (AWS) cloud servers and work with COG's IT staff to resolve issues encountered on the AWS servers. Staff had a bi-monthly coordination meeting with IT on February 20.

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

6. MOBILE EMISSIONS PLANNING

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

Staff continued to attend coordination meetings related to scheduling tasks for the 2025 update of the region's Long-Range Transportation Plan (LRTP), Visualize 2050, including the air quality conformity analysis and performance analysis of the plan.

Following the completion of MOVES mobile emissions modeling runs for all analysis years, COG's Department of Environmental Programs (DEP) staff reviewed on-road mobile emissions estimates for all Visualize 2050 conformity analysis years (2025, 2026, 2030, 2040, 2045, and 2050).

For both travel demand and emissions modeling, staff continued to execute sensitivity tests, where needed, to help explain and understand the findings.

Upon conclusion of modeling activities, staff continued to prepare documentation for the air quality conformity report and for the plan document. Staff also continued to conduct performance analysis of the plan.

Staff updated the consultation procedures mailout instruction memo and provided guidance on how to access the mailout groups in NetForum.

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

6.2 Mobile Emissions Analysis, Including Emissions Reduction Activities

COG's Department of Environmental Programs (DEP) and TPB staff coordinated on a schedule for the upcoming development of a Maintenance State Implementation Plan (SIP) related to the Redesignation Request and Maintenance Plan (RR/MP) associated with the 2015 ozone National Ambient Air Quality Standards (NAAQS). DEP and TPB staff continued to coordinate with state air agencies regarding the use of the MOVES5 mobile emissions model to develop on-road mobile emission inventories for the plan. DEP staff briefed the Metropolitan Washington Air Quality Committee – Technical Advisory Committee (MWAQC-TAC) on the most recent developments and the new schedule (item #2). TPB staff provided an update on the ongoing air quality/SIP activities to the TPB Technical Committee (item #9).

TPB staff continued to work with DEP staff, member jurisdictions, and state air agencies to facilitate various aspects of air quality and emissions reductions activities in the region.

Staff continued to coordinate planning activities with the state departments of transportation related to the Carbon Reduction Program (CRP). This program, established by the Bipartisan Infrastructure Law (BIL), provides funds for projects designed to reduce on-road transportation emissions. Namely, TPB staff continued to work with DDOT and MDOT staff on their project solicitation and schedule. Staff continued to participate in other emissions reduction activities and studies. Staff reviewed assumptions for the business-as-usual case for emissions modeling and provided feedback to DEP staff.

In support of electric vehicle planning activities, staff reached out to and coordinated with three state DOTs on the National Electric Vehicle Infrastructure (NEVI) Formula Program funding status.

As the version of MOVES that was last used in the air quality conformity analysis (MOVES2014b) cannot be used for these types of analyses starting with January 2023, TPB staff continued to conduct MOVES model tests using MOVES4 and evaluate the impacts of new software on emissions in conjunction with the Visualize 2050 plan. MOVES4, specifically MOVES4.0.1, is being used in the Visualize 2050 air quality conformity analysis. In relation to the model development activities, staff began testing MOVES4.0.1 in conjunction with the Gen3 Travel Model usability testing and evaluating the impacts of using both the new travel demand and emissions model.

Staff also continued to follow developments related to the most recent version of the MOVES model (MOVES5), which was released by the EPA (December 2025). Staff began to conduct MOVES5 model tests and document the findings.

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

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Transportation Research and Analysis

Staff finished a draft scope for the 2025/2026 Regional Travel Survey for internal review.

Staff met internally to discuss the RFP process for the 2025/2026 Regional Travel Survey.

Staff began internal testing of survey smartphone apps in preparation for the upcoming Regional Travel Survey. Staff will be testing apps from three potential vendors, which will record daily travel for a 7-day period. Staff noted their user experience and technical issues with the app.

Staff had a monthly check-in meeting with Replica to follow up on updates and questions. Replica shared technical support such as virtual and on-site guidance. Staff requested direct access to more weekly data, such as VTM.

Staff held a meeting with LOCUS, a big data vendor and a subsidiary of Cambridge Systematics. LOCUS provided an overview of the Survey Assist application.

Staff held a meeting with contracts and purchasing staff to discuss the trial license agreement for LOCUS.

Staff drafted a big data work plan for 2025 which was discussed internally. The purpose of the work plan is to discuss the proposed workflow for the big data evaluation process including the data products that will be evaluated and the analyses that will be performed. This would help COG/TPB better manage and apply big data products.

Staff held a kickoff meeting with StreetLight for the new subscription. StreetLight introduced new staff and refreshed the applications on the Insight platform.

Staff organized an internal debriefing meeting discussing insights and lessons learned from the 2025 Transportation Research Board Annual Meeting held in January.

Staff responded to an information request based on the 2017/2018 RTS data from the City of Manassas.

Staff drafted and submitted a proposal for a session at the 2025 AMPO Annual Conference. The proposal focuses on how big data can be effective in developing a more rigorous and efficient survey design and sampling approach that improves representativeness, reduces biases, and trims data collection costs.

TPB's new program manager for travel monitoring and planning assistance reported to work in February and was onboarded as a new staff member. The new program manager began investigating other MPO's travel monitoring data products to develop an understanding of the state of the practice for providing and visualizing travel monitoring data.

Traffic Trends

Staff met with VDOT staff to discuss the data discrepancy of the 2023 Virginia HPMS data and updated the lane data based on the results of discussion.

Staff assessed and found problems with the 2023 DC HPMS data from FHWA server; Staff requested the 2023 DC pavement data from DDOT staff and fixed the missing information in the HPMS file.

Staff continued to prepare the 2023 Regional HPMS file for eventual inclusion in RTDC.

Staff responded to inquiries from fellow TPB staff about 2023 Regional VMT progress.

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

Meetings & Conferences

Staff participated in biweekly meetings with the Travel Diary Survey Working Group consisting of MPO officials and experts in travel survey methods.

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

7.2 Data Management and Visualization Services

Staff finalized the initial Power BI visualization of the WMATA Metrorail historic ridership data, including embedding an ArcGIS Enterprise portal web map into the visualization.

Staff began processing bus ridership data received from regional transit providers for FY22. Staff used existing data resources to link current transit network key values to agency route names. This work is ongoing.

Staff began obtaining and processing datasets related to federal employee population and place of employment for the COG region. This work is ongoing.

Staff obtained data from American Community Survey (ACS) for fertility and marriage rates and prepared web maps and applications showing the data for the TPB member area.

Staff worked with staff from the Travel Forecasting and Emissions Analysis (TFEA) team to update current data products related to the air quality conformity (AQC) geography. Staff updated the spatial data in ArcGIS Enterprise Portal and created a new static image of the AQC geography.

Staff continued to work with consultant staff supporting the TPB Intercity Travel Study on finalizing the geospatial content for the project and developing a plan for data migration. Staff met with the consultant team on February 12 to discuss options.

Staff participated in a meeting with Commuter Connections staff and their consultant to provide subject matter expertise for Commuter Connections travel demand management (TDM) evaluation dashboard projects.

Staff continued to assist fellow colleagues, as needed, to support the development of geospatial data products using ArcGIS Pro and ArcGIS Enterprise for the Air Cargo Element of the Regional Air Passenger Survey.

Staff continued to work with the Plan Development and Coordination team to coordinate the mapping and data visualization efforts for Visualize 2050 (VIZ2050). Staff from both teams held a meeting on February 5.

Staff continued to inventory the federal data resources on TPB's ArcGIS Enterprise and ArcGIS Online organization account. Staff downloaded additional federal datasets and/or verified links to online content related to transportation planning, environment and climate, housing, infrastructure and other related topics.

Staff continued to perform several updates to and organization of geospatial content items in ArcGIS Online and ArcGIS Enterprise to support a more integrated and streamlined relationship between the two products. This work is an ongoing task of the Planning Data Resources team.

GIS Committee/GDX Working Group

Staff began prepping GIS Committee/GDX Working Group March meeting materials.

Data Requests

Staff responded to a follow-up inquiry from consultant staff regarding bus and rail ridership information related to TPB's resilience program, specifically to clarify some of the data transmitted last month.

Meetings & Conference

Staff attended the Esri Federal User Conference held in Washington, DC February 24-26.

Staff attended two sessions from the 2025 SSDAN Webinar Series on working with Census data for spatial analysis and mapping using R software on February 12 and 26.

Staff attended the Cooperative Forecasting and Data Subcommittee meeting on February 11.

Staff planned and facilitated the Transportation Research Board (TRB) debrief meeting held on February 12.

Staff attended the Congressional Lane TLC Client Check-in meeting on February 13.

Staff attended the COG Chief Information Officers (CIO) Committee meeting on February 20.

Staff attended the Planning Directors Technical Advisory Committee Meeting on February 21.

Staff attended the RITIS online workshop "Using Probe Data Analytics & GIS for CMP Reports" on February 25.

Staff participated in the recurring meeting related to Visualize 2050 planning activities, including a meeting on February 21.

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

Staff participated in meetings and email exchanges with the Travel Forecasting and Emissions Analysis Program team and their contractor, RSG.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION	\$1,144,171	\$43,081	8%	71

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

Staff convened the Cooperative Forecasting and Data Subcommittee on February 11th. Greg Goodwin with COG staff provided a briefing about the status and schedule for updating the Round 10.0 Cooperative Forecasts. Committee members provided additional comments regarding jurisdictional revisions for the Round 10.1 Cooperative Forecast. Jill Kaneff with the Northern Virginia Regional Commission (NVRC) delivered a presentation about domestic migration shifts in Northern Virginia. A roundtable discussion led by Subcommittee Chair, Kirk Eby, followed, and the committee discussed the following topics: Continued domestic migration out of the region, Loss of international migration, and other topics were considered but were not discussed.

Staff hosted a virtual meeting of the Planning Directors Technical Advisory Committee on February 21st. Ricky Barker, Director, Community Planning and Development Services, City of Rockville and Tanya M. Washington, Director of Planning, Prince William County Planning Office provided a recap of the ULI Washington's Annual Future Forum meeting held on February 5th. A "Roundtable About Local Efforts for Housing Production and Housing Affordability" was kicked off by three presentations from the following jurisdictions: the City of Alexandria Department of Planning & Zoning, Fairfax County Department of Planning & Development, and Prince George's County Planning Department. John Kent and Greg Goodwin with the Staff provided a briefing about the Regional Activity Centers Map project. The briefing included questions from the committee members. The final item on the agenda, the committee briefly talked about possible topics for 2025.

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

Staff continued with compiling data from the Co-Star database for the future 2023 Commercial Construction and Multi-Family Construction reports.

Staff continued work on the Activity Centers Map/Project during the month of February. A draft Regional Activity Centers Map was prepared for the Planning Directors Technical Advisory Committee for review and discussion. A technical memo outlining the selection of each Regional Activity Centers was sent out to the municipalities within Prince George's County.

Staff began developing an interactive web resource to provide information on the impacts of Federal job cuts in the region. The resource will include information on Federal workers (residents) and Federal jobs (at-place).

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

9. COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Standard operations continued for 32 open Enhanced Mobility projects. Twenty-one requests for reimbursements totaling \$107,265.79 were processed and paid. Majority of Round 6 contracts were signed by subrecipients and executed by Procurement team. Purchase orders were created for each Round 6 project and quotes were discussed with Sonny Merryman by subrecipients whose contracts included vehicle acquisition. Profile was completed by USAging on COG's Enhanced Mobility program. VDRPT vehicle purchase permission letter approved for future vehicle purchases. One vehicle order processed for final Round 5 vehicle purchase.

9.2 Regional Roadway Safety Program

Progress on the six FY 2025 projects advanced as follows:

- **Jefferson Street Engineering, City of Frederick:** Work continued on this project as planned.
- **Randolph Road Safety Improvement Project, Montgomery County:** The consultant developed short-term options to be presented at the public meeting.
- **Study of Proactive Approaches to Transportation Safety: Exploring near-miss data and innovation technologies, Prince George's County:** Work on the best practices for near-miss data study continued.
- **Seminary Road Safety Improvements, City of Alexandria:** Alexandria held an internal charette with city staff for this project during this work period.
- **S. George Mason Drive and S. Four Mile Run Drive Intersection Alternatives Analysis, Arlington County:** Work on this project continued as planned.
- **Wilson Boulevard Safety Improvements, City of Falls Church:** The consultant presented a draft toolbox matrix that includes countermeasures to improve safety along the project corridor. At the late month check-in meeting, discussion centered around the alternative.

9.3 Transportation Alternatives Set-Aside Program

Staff met with Maryland Department of Transportation staff in anticipation of the TPB's selection process for the Transportation Alternatives Set-Aside Program (TAP) for Virginia in summer 2025. Staff also met with Virginia Department of Transportation staff in anticipation of the TPB's selection process for the Transportation Alternatives Set-Aside Program (TAP) for Virginia in fall/winter 2025. Staff began preparations for both Maryland TAP and Virginia TAP processes due to the short time frame to review, convene selection panels, and select projects for funding.

9.4 Transportation Land Use Connections Program

Work on all the FY 2025 TLC projects was underway. See below:

- **Alexandria, Edsall Road Corridor Improvements** – The consultant continued analysis of findings from the design charrette, including reviewing alternative alignments and traffic analysis.
- **College Park, River Road Protected Bike Lanes Project - 30% Design Phase** – The consultant continued work on project concepts and conducted a site visit to discuss bike lane options, maintenance, traffic and bus stop design with staff.

- DC, Capital Bikeshare Fare Study – The consultant continued work on fare model development and reviewed case study findings.
- DC, Public Space Strategies to Advance Racial Equity – The consultant conducted a workshop to present staff with the project overview, process, existing conditions, and recommendations and receive staff input.
- Fairfax County, Wiehle Avenue Safety 30% Design – The consultant continued work on operations analysis and presented staff with a summary of analysis findings and a draft memorandum for VDOT.
- Frederick County, Southern East Street Redesign 30% Design – The consultant team continued work on finalizing bike lane and cycle track concepts and modeling existing and optimized signal timing of bike lane and cycle track alternatives in Synchro. The consultant also prepared renderings of project alternatives.
- Montgomery County, Montgomery County VMT Tool – The consultant continued work on earlier tasks and held a kickoff meeting for Task 4, which includes development of the VMT Tool. The consultant shared an overview of VMT tool development, user experience, back-end methodologies, data sources, development cycles, and QA/QC with staff.
- Rockville, Congressional Lane Complete Street Feasibility Study – The consultant continued work on reviewing alternatives and presented findings to staff for their comments and input. The consultant began initial preparations for a public meeting scheduled to take place in March.
- Takoma Park, New Ave Bikeway Purple Line Connection Study – The consultant began preparations for a public meeting scheduled to take place in April and discussed plans with staff. The consultant also continued work to develop details for a designed pocket park and visuals for concept designs.

The FY 2026 solicitation for TLC and RRSP was conducted between January 5 and March 8, 2025. Staff responded to miscellaneous questions throughout February from potential applicants.

In February, the Technical Selection Committee (TSC), comprising six members, began their review and scoring of submissions for an RFQ to renew the list of master consultants for all three of the TPB's local technical assistance programs – TLC, RRSP, and TWR. Based on these scores, staff will identify successful submissions in March or early April.

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

10. TPB MANAGEMENT AND SUPPORT

Transportation Planning Board Committee Support and Management

This task includes activities not attributable to specific tasks in the work program but provides overall support for and management of the TPB and UPWP related activities.

- Provide administrative arrangements (such as preparation and distribution of meeting materials) and staff support for TPB and its various Committees, Sub-Committees, Task Forces and special TPB work groups meetings.
- Respond to requests from TPB members, federal agencies, Congressional offices, media and others for information or data of a general transportation nature
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.

- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Coordination of TPB Planning Activities with Program Directors day-to-day management of and allocation of staff and financial resources.
- Monitoring all work program activities and expenditures.

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

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

The Staff Director gave overall program management oversight into all the Department's activities. Work activities the Director was involved in during **FEBRUARY 2025 FY 2025** includes:

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

Other added activities for the TPB Staff Director for **FEBRUARY 2025 FY 2025** include Telephone / Web Ex / Microsoft Teams Communications:

- DMV Moves Monthly Meetings
- DTP Planning Funds – FTA
- CAO Committee Meeting
- HOC Meeting Agenda Review
- TRB Debriefing
- NCR-TPB Check-in DC FHWA
- Visualize 2050 Schedule – VDOT
- Chat w/ Tanya W. – Prince William County
- Chat w/Sakina Khan – DC-OP
- Maryland General Assembly Transit Caucus Presentation
- Federal Workers Numbers Review

UPWP

The UPWP activities include:

- Supervise the preparation, negotiation, and approval of the annual work program and budget.
- involving the State Transportation Agencies, the TPB Technical Committee, the TPB Steering Committee and the TPB.

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

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	\$1,686,948	\$6,840	1%	79
District of Columbia	\$296,890	\$0	0%	79
Maryland	\$537,832	\$0	0%	81
Virginia	\$446,894	\$6,840	3%	83
Regional Transit	\$405,331	\$0	0%	85

11. TECHNICAL ASSISTANCE

11.A District of Columbia

1. Program Development, Data Requests, and Miscellaneous Services

No Activity.

2. Regional Safety Program

As part of the Regional Safety Program, technical assistance projects were partially funded under the District of Columbia Technical Assistance Program. See the Regional Safety program section of this progress report for more details.

3. Transportation / Land Use Connections Program

As part of the Transportation Land-Use Connections Program, one technical assistance project in DC is partially funded under this PE number. See TLC item above (9.4) for further details about the TLC Program.

4. Other Tasks to Be Defined

No Activity.

11.B Maryland

1. Program Development, Data Requests, and Miscellaneous Services

No Activity.

2. Project Planning, Feasibility, and Special Studies

No Activity.

3. Transportation / Land Use Connections Program

As part of the Transportation Land-Use Connections Program, four technical assistance projects in Maryland are fully or partially funded under this PE number. See TLC item above (9.4) for further details about the TLC Program.

4. Regional Roadway Safety Program

As part of the Regional Safety Program, technical assistance projects were partially funded under the Maryland Technical Assistance Program. See the Regional Safety program section of this progress report for more details.

5. Other Tasks to be defined

No Activity.

11.C Virginia

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Travel Monitoring and Survey

Staff finalized the 2024 Spring VDOT Active Transportation Report and shared it with VDOT staff, along with all transmittal files and the GeoDatabase.

Staff reviewed and accepted the corrected Fall 2024 Active Transportation study data and geodatabase from the consultant.

Staff reviewed and approved the invoice for VDOT Fall 2024 Active Transportation counts.

Staff met with VDOT staff to discuss the Spring 2025 Active Transportation counts plan.

Staff performed the QA/QC on the 8 eco counters along I-66 owned by VDOT for the period of 1/23/2025-2/13/2025 and reported findings to VDOT staff.

Staff performed site inspection of three Eco counters and reported the potential hardware issue.

3. Travel Demand Modeling

No activity.

4. Transportation / Land-Use Connections Program

As part of the Transportation Land-Use Connections Program, one technical assistance project in Virginia is funded under this PE number. See TLC item above (9.4) for further details about the TLC Program.

5. Regional Safety Program

As part of the Regional Safety Program, technical assistance projects were partially funded under the Virginia Technical Assistance Program. See the Regional Safety program section of this progress report for more details.

6. Other Tasks to be Defined

No activity.

11.D Regional Transit

1. Program Development, Data Requests, and Miscellaneous

No Activity.

2. Transit Within Reach Program

Work on the three FY 2024-2025 projects was complete at the end of December when task orders for the projects ended. In February staff continued to work with consultants and recipient jurisdictions to ensure all final invoices were submitted, along with final reports.

3. Other Tasks to be Defined

No activity.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management

- Staff has updated the monthly enplanement data.
- Staff provided the latest passenger enplanements from the 2023 APS to COG's environmental planning staff for updating regional emissions forecasts.
- Staff prepared the consent agenda for approval at the February 2025 COG Board Meeting, which was postponed to March.
- Staff submitted the 5-year Airport Capital Improvement Program (ACIP) FY 2025-FY 2029 to the Federal Aviation Administration (FAA).
- Staff attended a meeting with the Government Accountability Office (GAO), which requested background information on the Metrorail Silver Line extension to Washington Dulles International Airport.

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

- Staff worked with the Travel Forecasting and Emissions Analysis team to gather travel time and accessibility data for the airports to incorporate into the Air Cargo Element Update.
- Staff completed a draft report for the Air Cargo Element Update to the Aviation Technical Subcommittee for review. The draft was distributed to the Subcommittee members during February.

2023 Ground Access Forecast and Element Update

- Staff started working on the Ground Access Forecast Update (GAFU) by reviewing previous reports and SAS files.
- Staff reviewed scripts used in previous GAFU updates and started writing a new Python program based on previous SAS scripts.

2025 Ground Access Travel Time Study Update

- This project has not started.

Progress on Plan Products

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

PROJECT/STUDY/DELIVERABLE	Task #	Est Compl Date
Visualize 2050 plan document	1	Dec 2025
Visualize 2050 process document	1	Dec 2025
Visualize 2050 website	1	Dec 2025
Equity Deep Dive – Round 3	1	Summer/Fall 2025
Update the EEAs	1	Spring 2025
Transit Access Focus Areas - update	1	Winter 2024/2025
Create the Regional Transportation Resilience Subcommittee	1	Fall 2025
Conduct resilience analysis: interior flooding analysis; economic analysis of select adaptation scenarios; and closures due to natural hazard data analysis and mapping	1	Varied
2024 Congestion Management Process Technical Report	3	Dec 2024
TPB Transportation Safety Summit/Forum	3	Fall 2024
Systems Performance, Operations, and Technology Planning Member Agency Operations Technology Inventory	3	Fall 2024
Maintain the Regional ITS Architecture	3	June 2025
Conduct bicycle/pedestrian planning or design training, outreach, or professional development opportunities for member agency staff	3	June 2025
State of Public Transportation Report	3	Summer 2025
Transportation Safety Studies	3	Summer 2025
National Capital Trail Update	3	Summer 2025
Bicycle and Pedestrian Plan Update	3	Summer 2026
Freight Plan Update	3	Winter 2027
2024 Regional Safety Study (enhanced transportation safety data deep dive),	3	March 2025
Update the National Capital Trail Network map	3	June 2026
Intercity Bus and Rail Travel Study	3	
Annual State of Public Transportation Report	3	June 2025
Regional bike/active transportation count program	3	Multi-year
AFA reorganization	4	Winter 2025

TPB Work Program Progress Report
February FY 2025

CAC Recruitment – new cohort 2025-2026	4	January 2025
TPB Annual Report (Rachel?)	4	December 2025
Public Participation Implementation Evaluation (every 4 years)	4	December 2026
Possible consultant assistance to upgrade COGTools for ArcGIS Pro	5	Aug. 2025
Update COG/TPB's strategic plan for travel forecasting methods	5	Mar. 2025
Gen3 Travel Model (activity-based model): Phase 3 of 3, Usability Testing	5	Dec. 2025
RFP to renew on-call consultant assistance with travel forecasting	5	Jun. 2025
Review of travel demand forecasting model (TDFM) software	5	Sep. 2026
Conduct AQC analysis & performance analyses of LRTP, including documentation	6	Dec. 2025 for AQC; Mar. 2026 for EJ analysis
2008 Ozone NAAQS: No work forseen for next 3 years	6	N/A
2015 Ozone NAAQS: Develop Maintenance SIP, includes developing inventories of mobile emissions	6	Jun. 2026
Vehicle registration/vehicle identification number (VIN) data: Re-process 2023 VIN data for MOVES5	6	May 2025
Vehicle registration/vehicle identification number (VIN) data: De-code 2026 data	6	Jun. 2027
Develop transportation-sector GHG inventories	6	Dec. 2025
Climate change planning: Carbon Reduction Program (CRP)	6	TBD
Climate change planning: Climate Pollution Reduction Grants (CPRG)	6	Dec. 2025
Climate change planning: Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy	6	TBD
Regional Travel Survey	7	Multi-year
Travel Monitoring Program Enhancement	7	December 2025
Visualizations and TRAP Page Development	7	Ongoing
Travel monitoring data sets and visualizations	7	Varies
Regional Activity Centers Map Update	8	February 2025
Technical Update for Cooperative Forecasts	8	June 2025
Updated Regional Activity Centers Map	8	Dec 2024
Round 10.1 Cooperative Forecasts	8	June 2025

TPB Work Program Progress Report
February FY 2025

TLC projects (9 individual products)	9	June 2025
Transit Within Reach (TWR) projects (3 individual products)	9	Dec 2024
Regional Roadway Safety Program (6 individual products)	9	June 2025
Enhanced Mobility Grantee Solicitation	9	Summer 2025
Performance-Based Planning & Programming: PBPP for CMAQ	3 & 6	?
Identify/obtain data to support Gen3 & Gen4 travel models, including RTS and TOBS	5 & 7	Continuous
Regional coordination of future transit on-board surveys (TOBS)	7 & 5	Multi-year
Implementation of new Regional Travel Survey (RTS) format, transitioning from a “once-a-decade” to a more frequent survey activity		Multi-year
State of the Commute Survey		Winter 2025