

FY 2026



National Capital Region
Transportation Planning Board

JULY 2025

Work Program Progress Report

FY 2026

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TPB Work Program Progress Report

July 2025 FY 2026

The TPB approved its FY 2026 Unified Planning Work Program (UPWP) in March 2025. The TPB Work Program Progress Report summarizes each activity for July. In addition, this report concludes with status updates reflecting timelines for all ongoing program plans and projects. Please reference the 2026 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 | \$1,921,628 | \$88,687 | 5% | 41 |

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 – Visualize 2045 Implementation

Staff continued to draft Visualize 2050 plan content in Chapters 5 and 6 reflecting the implementation of Visualize 2045's strategies through the projects and programs submitted for inclusion in Visualize 2050.

1.2 – Visualize 2050 Development, Implementation

Staff finished preparations for the July Technical Committee and TPB meetings where staff presented the status of plan development, findings of the two air quality conformity analyses, and future system performance differences between the two options for Visualize 2050.

Staff continued developing draft project lists and working with agencies on final QA/QC reviews. Staff continued reviewing/making edits to the shapefiles generated by the PIT to prepare them for the interactive maps' development. Staff held the 2050 team meeting, weekly meetings for plan coordination and PIT items. Staff continued drafting sections of the plan and the Executive Summary and parts of the Visualize 2050 process documentation. Staff coordinated plan development work with the TIP development and continued preparing for the upcoming comment period on the three documents: the plan, TIP, and AQC Report.

1.3 – Performance-Based Planning and Programming

Staff compiled a list of the TPB's federal performance measures and the adopted targets for inclusion in the plan and TIP.

Staff began preparations for the collection of annual performance and new target data from the state DOTs and local transit agencies.

1.4 – Federal Compliance

Staff summarized the long-range planning activities conducted in the past year for the annual federal report.

1.5 – Policy Board-Directed Activities

Staff maintained a calendar of key activities and met internally to ensure progress on plan development. Staff shared the results of the Board-directed two conformity analyses with/without the I-495 Southside Express Lanes project at the TPB's July meeting.

| Task 2 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|------------------------------------|-----------|-------------------|------------------|-----------|
| TRANSPORTATION IMPROVEMENT PROGRAM | \$723,377 | \$30,037 | 4% | 45 |

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1- Transportation Improvement Program (TIP)

At its meeting on Wednesday, July 2 the TPB Steering Committee reviewed and adopted the following two resolutions approving amendments to the FY 2023-2026 TIP that were either exempt from or met the air quality conformity requirement:

- SR3-2026 – DDOT added approximately \$2.5 million in federal and District funding for the Rehabilitation of Mall Tunnel (TN #1142) project, and \$5.5 million in funding for implementation of the Citywide Large Sign Maintenance program.
- SR4-2026: MDOT proposed revisions to add a net total of \$90.25 million in federal and state matching funds to the following two roadway projects and two areawide project groupings:
 - \$34.6 million for the I-95/I-495 at Greenbelt Metro Station Interchange project
 - \$11.4 million for the US 1 Highway Reconstruction project
 - \$26.6 million for the Areawide Transportation Alternatives program
 - \$17.6 million for the Areawide Environmental Projects program

In the month of July, TPB staff approved administrative modifications to 10 TIP records adding \$695 million to the TIP at the request of DDOT, MDOT, and Frederick County.

TPB staff reviewed data provided by member agencies for the Draft FY 2026-2029 TIP and began developing content sections for the draft TIP document.

2.2-TIP Database Support

Consultant EcolInteractive, 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 July, TPB staff held regular weekly meetings with a representative from EcolInteractive. The consultant performed the following tasks under the ten (10) standard maintenance hours per month provided for in the baseline contract:

- Update the conditional logic for records with Converted to TIP status and how to flag these records and query them.
- Requested that the Unsubmitted feature be restricted to users at the Admin level.
- Mathematical error including ACCP in some totals.

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 continued on Bulk Import tool for uploading project information to fix a bug that was preventing all records from being updated.
- Work continued development of an OAP Report
- Began work to update the Project Grouping field into a Record Type field with values: Discrete, Ongoing, and Grouped.

| Task 3 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|----------------------|-------------|-------------------|------------------|-----------|
| MULTI-MODAL PLANNING | \$3,625,639 | \$163,236 | 5% | 47 |

3. MULTI-MODAL PLANNING

3.1. Systems Performance, Operations, and Technology Planning

Staff continued internal discussions on future reformatting of SPOTS Subcommittee.

Staff attended the quarterly VDOT IJC (NOVA Signals Managers) meeting.

3.2 Transportation Emergency Preparedness Planning

Preparations were undertaken for future meetings of the Transportation Emergency Preparedness Committee (R-ESF 1) discussing current regional transportation emergency preparedness issues.

3.3 Transportation Safety Planning

Meetings were held with the consultant team to advance the Regional Safety Study update. The consultant revised the draft report to incorporate feedback provided by Staff.

In addition, Staff participated in a meeting with a consultant to kick-off a second study, to inventory jurisdictional safety activities in relation to the TPB's 2020 Safety Resolution and to study the effectiveness of automated traffic enforcement. This study was recommended during the 2024 Regional Roadway Safety Summit. The consultant team provided a draft work plan for Staff review, as well as suggestions for metrics to use in benchmarking jurisdictional safety activities.

Staff continued work to develop content for Visualize 2050, including advising on safety-related content for mode-specific chapters and reviewing proposed projects to be included in the plan.

Coordination continued with the Safety Subcommittee Chair in preparation for the Subcommittee's September 9 meeting.

3.4 Bicycle and Pedestrian Planning

Staff held a successful MHSO site visit for the Street Smart program on July 8. Staff attended DC Safe Community coalition meeting in person on July 10, as well as a Technical Selection Committee meeting to choose the new consultant for FY 2026 Street Smart, and a monthly meeting with the DC Highway Safety Grant Manager for the Street Smart program.

Staff prepared and submitted the Quarter 3 grant reports and claims for the Street Smart program.

Staff attended the MDOT Micromobility webinar on July 3 and a Rails to Trails Webinar on the Economic Development impact of trails on July 23.

Staff prepared a summary of the June 30 Micromobility Workshop for the July TPB meeting.

3.5 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee (RPTS) did not meet in July; however, a Regional Transit Procurement Roundtable was organized by staff and held on July 23. It involved representatives from transit agencies in the COG/TPB region. This meeting was a first step toward implementing a recommendation from the DMVMoves initiative and for agencies to better coordinate and collaborate on procurement activities in order to facilitate cost and administrative efficiencies. Follow-up work is planned with participants to continue toward accomplishing this goal. The next RPTS meeting is scheduled for September 30.

Staff continued working on final editing of the 2023 State of Public Transportation Report. Staff presented a preliminary summary of the 2024 State of Public Transportation report to the TPB Technical Committee in July.

Staff continued supporting the DMVMoves transit initiative, developing strategic materials for staff use at meetings with regional partners. Other work included collaborating with on-call planning consultants for the development of a local transit financial and service analysis. Staff presented an update on DMVMoves to the TPB Commuter Connections subcommittee. Staff also continued to

update the TPB Community Advisory Committee about DMV Moves, specifically about the working groups' draft regional action plan.

3.6. *Freight Planning*

Staff continued planning for a Request for Proposal to update the National Capital Region Freight Plan.

Staff continued work to develop content for Visualize 2050, including advising on freight-related material for mode-specific chapters and reviewing proposed projects to be included in the plan from a freight perspective.

Staff continued to coordinate with the Freight Subcommittee Chair and conducted presenter outreach in preparation for the Subcommittee's July 10 meeting.

The Freight Subcommittee met for its next recurring meeting on July 10. The meeting featured presentations by DOEE on time of use rates to support electric vehicle adoption, DC HSEMA on its study on food resilience throughout the National Capital Region, and TPB Staff on the Air Cargo Element of the Comprehensive Regional Air System Plan.

3.7 *Metropolitan Area Transportation Operations Coordination Program Planning*

The regularly scheduled MATOC Steering Committee was held on July 18. Topics discussed included communications, coordination, and Traffic Incident Management topics.

3.8. *Resiliency Planning*

Staff continued to make progress on two consultant projects, the Regional Interior Flooding Analysis (which was finalized in June with a presentation to the board on June 18) and the Economic Impact Case Study/Analysis, which will continue to enhance our understanding of resilience challenges on the transportation system of the region. The interior flooding analysis received significant press during the month of July, after being presented at the board meeting in the previous month and working with the COG Communications team to pitch to local news outlets. Resilience planner noted a particular intersection that was flooded during a significant rainfall event in Silver Spring showed as at-risk in the newly completed analysis, which got much attention and staff held interviews with various local news outlets, including a feature with WTOP that ran on WAMU/NPR. Updated resilience mapping tool as comments and questions came in after the tool had been circulated via press. Staff presented results of interior flood analysis to COG's CEEPC, and met with NVRC/COG/DC DOEE to begin planning for potential workshop on insurance.

Work on the economic impact case study project continued with various levels of analysis completed by the consultant on the additional assets selected, rail stop case study continued with review of data and initial analysis and began analysis for bridge, road segment and rail segment. Staff continued to spend significant time reviewing Visualize 2050 chapters for content and clarity, completed review of TIP projects as the resilience subject matter expert, and will continue to do so over the course of the next several months, in addition to reviewing projects included in the plan for resilience measures. TPB staff also continued to make significant progress on the RITIS GIS project visualizing all RITIS-reported flood events on roadways from 2009-2024 and whether they are located in a FEMA floodplain or not, preparing for a potential white paper for results once they are finalized. Met with HRPDC and HRTPO staff to review a project they completed several years ago to better plan scope for a similar project analyzing the impact of an extreme weather event on travel demand in the region. Staff reviewed the proposal for FY26 extreme heat analysis from consultant. Participated in several regional resilience groups that meet monthly, including but not limited to the various state Silverjackets meetings; attended webinars to keep up with state of practice.

| Task 4 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|----------------------|-----------|-------------------|------------------|-----------|
| PUBLIC PARTICIPATION | \$748,137 | \$47,121 | 6% | 55 |

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

Between noon Tuesday, June 17, and noon Tuesday, July 15, the TPB received seven letters and 423 comments submitted via email. Sixteen people spoke in-person at the TPB meeting. The comments were focused on the I-495 Southside Express Lanes Project.

The July meeting of the TPB Community Advisory Committee (CAC) was held virtually on July 10. The meeting featured an in-depth DMV/Moves discussion in preparation for submission of comments to the Community Partners Advisory Committee.

Members of the Access for All Advisory Committee (AFA) met virtually to discuss committee organization. Staff also started planning for the new member orientation on September 22.

4.2 Communications

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

New TPB flood analysis shows more regional assets vulnerable

July 18, 2025

TPB sets schedule for final steps of Visualize 2050 plan review and approval

July 28, 2025

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

Staff posted or shared the following through TPB's social media channels:

Transit within Reach application reminder (July 9), TPB meeting announcement (July 16), Clean Air Partners sunshades (July 17), Arlington County sidewalk assessment robots (July 18), New TPB flood analysis mapping (July 23), New flood map (July 24), New NVTA website (July 30), TPB Fall Visualize 2050 schedule (July 31)

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

TPB staff conducted regular updates on the Visualize 2050 website, continued coordination with the Visualize 2050 contractor preparing for layout of the plan document and reviewed and edited Visualize 2050 plan chapters. Staff continued to identify and organize photographs and data graphics for the Visualize 2050 design consultant. Staff continued contract management for maintenance and updates for the Visualize 2050 website, visualize2050.org.

| Task 5 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|--------------------|-------------|-------------------|------------------|-----------|
| TRAVEL FORECASTING | \$3,781,835 | \$196,268 | 5% | 57 |

5. TRAVEL FORECASTING

5.1 Network Development

Staff are seeking consultant assistance for migrating COGTools from the ArcGIS 10.x platform to ArcGIS Pro. In July, working with TPB staff, COG's procurement/contracting staff developed a Request for Proposals (RFP) based on a May 19 memorandum that provided a statement of work. TPB staff reviewed the RFP before COG's procurement staff posted the RFP on the COG website, soliciting proposals by September 5.

Staff integrated the GTFS data processing function into COGTools. Staff completed the testing of the new function.

Staff also integrated into COGTools an existing ArcGIS process that creates a shapefile for a highway network for true-shape display in Cube. Staff successfully tested the new function.

Staff started to improve, in COGTools, the process of mapping GTFS transit routes to transit routes coded in the network database, based on their geometric shapes.

Staff migrated the COGTools development environment from ArcGIS 10.2 (.Net Firmware 3.51) to ArcGIS 10.8.2 (.NET firmware 4.6.1).

Staff developed a draft highway and transit network report for the Gen3 Travel Demand Model and shared it internally for comments. This report will be included in the Gen3 Model transmittal package when the model is released for production use. Staff also continued to work on the Gen2 Travel Model network development report.

In support of Gen3 Model usability testing, staff generated network files in both Cube TRNBUILD and Cube Public Transport (PT) formats for a sensitivity test of a hypothetical Metrorail Red Line extension project. The main goal of this hypothetical scenario is to assess the impacts of extending the Metrorail Red Line beyond Glenmont to a new station and reroute all bus routes that currently serve Glenmont to also stop at the new station. Network staff also performed QA/QC checks on the network files.

Staff began reviewing the freeway ramp attributes (facility type, number of lanes, and limit codes) for consistency in the network database.

5.2 Model Development and Support

The TPB Travel Forecasting Subcommittee (TFS) generally meets in odd-numbered months. Staff attended and presented at the July 18 TFS meeting. The main topics covered in this meeting were

- COG/TPB Gen3 Travel Model: Status Report From COG/TPB Staff
- COG/TPB Gen3 Travel Model: Telecommute Sensitivity Tests
- Upcoming COG/TPB Survey Efforts in FY 2026
- Review of Travel Demand Models Across California for Caltrans Projects Analysis

Staff also drafted the meeting highlights.

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.

Staff implemented several minor changes to the Gen2 Model, which marginally affect model results:

- Staff generated additional model summaries to examine the model effects of introducing a 5-minute time penalty on bridge links crossing the Anacostia River in a sensitivity test. After the test was completed, staff instituted this change in the Gen2 Model.
- To be consistent with highway assignment, staff updated the toll setting process in the Gen2 Model to exclude river-crossing time penalties from highway skims.

Staff installed OpenPaths Cube on two modeling servers for the future testing of OpenPaths Cube with the Gen2 Model.

Generation 3 Travel Model

Staff continued to work on the Phase 3 development of the Gen3 Travel Model, a simplified tour-based/activity-based travel model (ABM) implemented in both ActivitySim software and Bentley Systems Cube software. The goal of Phase 3 is to ensure that the new model works 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:

- Staff continued to make updates, including new features, feature enhancements and bugfixes, to the Gen3 Model as needed.
 - Staff successfully incorporated ActivitySim Version 1.3.4 and set up explicit memory management (“chunking”) in the Gen3 Model based on extensive testing. Staff also created a new “gen3_model134” environment for running the model with this new ActivitySim software.
 - Staff introduced additional parallel processing in model procedures like transit skimming, highway assignment and toll setting, which substantially improved model runtime.
 - Staff implemented several other model enhancements which, combined with explicit chunking and additional parallel computing, substantially reduced model runtime from 25 hours to around 16 hours (without toll setting). The model runtime with toll setting was reduced from 67 hours to 40 hours.
 - Staff developed a new script in the Gen3 Model to verify minimum computer requirements and optimize CPU/RAM configurations for ActivitySim.
 - After Bentley Systems staff fixed an issue with distributed processing (Cube Cluster) in the OpenPaths Cube (Cube 2025) software, staff successfully ran the Gen3 Model with OpenPaths Cube. Staff also updated the model to run with both Cube 6.5 and OpenPaths Cube.
 - Staff identified and fixed a discrepancy between the ActivitySim trip destination model configurations in the Gen3 Model and those in the recent SEMCOG/example model.

- Staff updated the model README file to reflect the recent updates and include the minimum computer specifications.
- Staff tested ActivitySim Ver. 1.4 in the Gen3 Model. Staff noticed duplicate tour/trip IDs being generated and reported the issue to ActivitySim. The testing was then put on hold due to other priorities.
- Staff started exploring the use of Sharrow with ActivitySim Ver. 1.3.4. Sharrow is a programming construct that can reduce model run times. The testing was also put on hold due to other priorities.
- Staff successfully developed a prototype program that implemented the transit select-link analysis (SLA) functionality in Cube Public Transport (PT). Staff tested the program and examined the preliminary results for QA/QC and reasonableness checks. Staff plan to conduct additional tests for reasonableness checks.
- Staff continued to work on the Gen3 Model usability testing:
 - COG/TPB staff re-ran the hypothetical scenario with increased telecommute frequencies using both the Gen3/Ver. 1.0.4 Model and Gen2 Model and documented this study in a memorandum dated 7/23/25.
 - COG/TPB staff launched an additional sensitivity test that examines the model effects of a hypothetical Metrorail line extension project in 2050. Staff conducted the test using both the Gen2/Ver. 2.4.6 and Gen3/Ver. 1.0.4 models. When examining the preliminary results, staff found issues both in network inputs and in a model script for transit path building. Staff are working to fix those issues.
 - Staff conducted the Visualize 2050 performance analysis using the Gen3/Ver. 1.0.4 Model results. The documentation is on hold due to other priorities.
 - Staff are shooting for a beta release of the Gen3 Model this October after the model usability testing is completed.

Software support

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

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

Other activities

Staff serviced two data requests in July:

- One request was for the Gen2/Ver2.4.6 Travel Model from a consultant working for the DC Office of the Deputy Mayor for Planning and Economic Development (DMPED) to examine impacts of alternative network configurations for a downtown DC transportation study.

- The second request was for the “loaded links” highway network files for the years 2017, 2021, 2023, 2025, 2030, 2040, and 2045 from the Gen2/Ver. 2.4.6 Travel Model by the same consulting firm working for DMPED on a downtown DC transportation study.

In addition, staff responded to an inquiry from AECOM staff about the Round 10.0 Cooperative Forecasts land use data.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays. Staff attended the ActivitySim partners-only check-in meeting on July 17.

Staff continued to conduct daily modeling work on AWS cloud servers and work with COG’s IT staff to resolve issues encountered on the AWS servers. In July, staff worked with IT staff to address issues concerning recent random model crashes on cloud servers and large temporary files generated on the hard drives of the cloud servers.

Staff served on the technical selection committee for the 2025-2026 Regional Travel Survey. Staff reviewed and scored proposals.

| Task 6 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|---------------------------|-------------|-------------------|------------------|-----------|
| MOBILE EMISSIONS PLANNING | \$3,348,133 | \$177,459 | 5% | 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 travel demand and MOVES mobile emissions modeling runs for all analysis years, staff continued to execute sensitivity tests, where needed, to help explain and understand the findings.

Upon conclusion of modeling activities, staff also continued to prepare documentation for the air quality conformity report and for the plan document, and to review documents assigned by others. Staff also continued to conduct performance analysis of the plan, which included development and evaluation of new metrics.

Finally, staff prepared materials, including presentations and memos, and presented draft findings from air quality conformity analysis and plan performance to the TPB Technical Committee (item #4) and the TPB (item #7). The presentations included analysis of two different options, one including the I-495 Southside Express Lanes project and one without the project, and it showed that the region is in conformity regardless of the selected option.

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 and Emissions Reduction Planning

COG's Department of Environmental Programs (DEP) and TPB staff coordinated on a schedule for the upcoming development of a Maintenance Plan (MP) related to the Redesignation Request (RR) 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-source emission inventories for the plan. DEP staff briefed the Metropolitan Washington Air Quality Committee – Technical Advisory Committee (MWAQC-TAC) on the most recent developments (item #3). Inventory years include 2017 (base year), 2022 (attainment year), 2032 (interim year), and 2038 (out year). The emissions inventories will also include the setting of new Motor Vehicle Emissions Budgets (MVEBs) for the region. In support of this effort, TPB staff received MOVES model inputs from DEP staff and began to review them. In addition, MWAQC's Emissions Inventory Subcommittee met and discussed the schedule and methodology for all sectors, including the on-road transportation sector.

TPB staff worked with the Federal Highway Administration (FHWA) partners on activities related to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Specifically, in response to a request made by the FHWA, TPB staff reviewed the "Applicability Tables Review Guide" and the "CMAQ 2025 Applicability Document," met with the FHWA, and provided feedback related to the questions about the non-attainment areas and urbanized area boundaries applicable to our region.

TPB staff continued to work with DEP staff, member jurisdictions, and state air agencies to facilitate various aspects of air quality and emissions reduction 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.

In support of the periodic emissions inventory tracking conducted by DEP staff, TPB staff finalized the travel demand and MOVES4 model runs for multiple analysis years. The inventories included the recent 2023 analysis, as well as the re-benchmarking of 2005, 2012, 2015, 2018, and 2020 analysis years to ensure that all model runs, including the historic years, were executed using the same MOVES4 model. DEP staff briefed the Climate, Energy, and Environment Policy Committee (CEEPC) on the initial findings related to the 2023 inventory, which included the on-road transportation sector.

Staff continued to monitor developments related to the Climate Pollution Reduction Grants (CPRG), established by the Inflation Reduction Act. This program provides an investment of \$5 billion to support efforts by states, municipalities, air pollution control agencies, and tribes to develop and implement strong, local greenhouse gas reduction strategies. DEP staff and the project consultant (CF) briefed the TPB staff on the draft transportation modeling results for Comprehensive Climate Action Plan (CCAP) that is being developed for the Metropolitan Statistical Area (MSA) through the program. The CCAP builds upon the Preliminary Climate Action Plan (PCAP) that was submitted to EPA in 2024.

In support of other emission reductions activities, staff attended the Georgetown Climate Center (GCC) and the State Smart Transportation Initiative (SSTI) Emissions Tools Workgroup and a Harvard Climate Change and Transportation Systems Webinar Series presentation on Sustainable Freight.

Staff continued to follow developments related to the most recent version of the MOVES model (MOVES5), which was released by the EPA (December 2024). Staff continued to conduct MOVES5 model tests and document the findings. Namely, staff prepared a presentation and briefed MWAQC-

TAC on differences in emissions estimates between MOVES4 and MOVES5 (item #5). The MOVES5 model will be used for the first time in production for the MP/RR for the 2015 ozone NAAQS, as discussed earlier in this section.

| Task 7 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|---|-------------|-------------------|------------------|-----------|
| TRANSPORTATION RESEARCH AND DATA PROGRAMS | \$7,000,953 | \$153,357 | 2% | 67 |

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Transportation Research and Analysis

Staff delivered a presentation on upcoming survey efforts in FY 2026 to the State Technical Working Group (STWG) on July 1.

Staff delivered a presentation on upcoming survey efforts in FY 2026 to the TPB Travel Forecasting Subcommittee (TFS) on July 18.

Staff reviewed and evaluated proposals in response to the RFP for the 2025/2026 Regional Travel Survey. The Technical Selection Committee made a recommendation to award the contract to a bidder.

Staff had a monthly check-in meeting with Replica to follow up on updates and questions.

Staff completed a working draft of the technical memo for the Big Data evaluation.

Staff reviewed the draft technical memo for the Big Data evaluation and made revisions.

Staff conducted analysis with Replica data to research how it can enhance travel surveys.

Staff reached out to regional transit operators to discuss the coordination of transit on-board surveys. Staff engaged in discussions with transit operators in Fairfax County, Frederick County, and Prince George's County.

Staff continued discussions with Subject Matter Experts (SMEs) within MWCOG concerning data availability, format, timeframes, and visualization options for the enhancement of the travel monitoring program, known as the Mobility Analytics Program (MAP).

Staff met with staff members from other MPOs, including the Chicago Metropolitan Agency for Planning (CMAP), the Delaware Valley Regional Planning Commission (DVRPC), and the Mid-America Regional Council (MARC) to discuss best practices, key lessons, and challenges to be aware of, from these MPOs concerning their travel monitoring programs' practices from their public-facing travel monitoring materials.

Staff discussed, internally, the proper way of folding the activities of the Systems Performance Operations and Technology Subcommittee into the soon-to-be-created Mobility Analytics Subcommittee (MAS).

Staff wrote and edited the internal memo that outlines the need for a subcommittee that would be dedicated to travel monitoring activities – the Mobility Analytics Subcommittee.

Staff listed metrics of importance from other MPOs' travel monitoring programs that ought to be considered for current as well as future rounds of the enhancement towards MAP.

Staff developed sub-categories for the seven categories that house metrics for the MAP.

Staff wrote drafts of emails to send to members of the TPB Technical Committee to suggest members from their respective agencies for the MAS.

Staff provided the 2023 AADT data for the Woodrow Wilson Bridge to management.

Staff contributed inputs for the Travel Monitoring Program Enhancement Metrics and participated in a discussion on VMT by Activity.

Staff responded to the City of Alexandria regarding the significant increases in local VMT observed across many Virginia jurisdictions between 2022 and 2023.

Staff addressed a data request from Mead & Hunt concerning the AADT for the Sousa Bridge.

7.2 Data Management and Visualization Services

Staff finalized the crosswalk table for the COG/TPB Transportation Analysis Zones (TAZ) to the High-Capacity Transit (HCT) dataset. Staff calculated and compiled HCT TAZ statistics at the HCT station, TPB Member, Jurisdiction, and regional level. Staff also began the documentation process for the workflows created to execute the assignment work and how the HCT-TAZ statistics were calculated

Staff updated the master dataset of High-Capacity Transit (HCT) station points based on data received from the Travel Forecasting and Emissions (TFEA) team. Staff added, removed and updated station points based on network and in-service years. Staff also standardized naming conventions between datasets and provided feedback to the TFEA team. Staff continues to work on this dataset and related products.

Staff created new online/interactive and static map products for the 2020 Census Urban Areas and MPO boundaries for the TPB commuter shed region.

Staff reviewed map services created by the Plan Development and Coordination team and began to optimize the data and organization for use in interactive web maps and applications. Staff developed alternate color palettes for data layers that are aligned with TPB's goal for creating interactive geospatial content that is more accessible-friendly. This work is ongoing.

Staff began processing traffic volume data received from the Planning Research and Assistance (PRA) team for inclusion in the Regional Transportation Data Clearinghouse (RTDC). Staff

Staff began researching and testing merging layers from different online (published) data sources in ArcGIS Enterprise Portal and ArcGIS Pro, specifically regional data on existing bicycle facilities. This work is ongoing.

Staff continued to participate in meetings and discussions related to the Commuter Connections consultant project undertaken to develop dashboard products using data from the State of the Commute report. Staff participated in a meeting with consultant staff on July 24.

Staff continued to coordinate with TPB's Travel Monitoring and Planning Assistance Program Manager to review metrics, data sources and subject matter expert (SME) comments related to the Travel Monitoring Plan (TMP) program. Staff attended and participated in meetings with peer MPOs to learn about their travel monitoring programs and products.

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.

Staff planned and participated in the July 22nd GIS Committee/GDX Working Group virtual meeting. Highlights of the meeting included: Updates on CAD2GIS and GDX happenings, a demonstration of DC's Maritime Dashboard, a presentation on USGS's topoBuilder tool, an Esri User Conference round table discussion, and the regular status reports on Virginia and Maryland Next Gen 9-1-1.

Data Requests

Staff responded to a request from a consultant regarding traffic volume data for the Sousa Bridge (Pennsylvania Avenue).

Staff collaborated on a data request from Montgomery County staff regarding the availability of regional data to inform an upcoming Metrorail closure.

Staff responded to a request from the Transportation Planning Director regarding traffic volume data (AADT) for the Woodrow Wilson Bridge (I-495).

Staff responded to a request from staff on the Multimodal planning team regarding Urban Area boundaries.

Meetings & Conferences

Staff attended the Esri International User Conference July 14-18 held in San Diego, CA.

Staff presented the Highway Asset Performance Measures dashboard at the VDOT MPO Quarterly Coordination Meeting held on July 17.

Staff attended the COG Cooperative Forecasting and Data Subcommittee meeting held on July 8.

Staff attended the Maryland State Geographic Information Committee (MSGIC) meeting held on July 9.

Staff attended the COG Chief Information Officers (CIO) Committee meeting held on July 14 and gave a short presentation on the activities of the GIS Committee for FY25.

Staff attended the COG/TPB Aviation Technical Subcommittee on July 24.

Staff attended the Travel Forecasting Subcommittee meeting held on July 25.

Staff attended and participated in several meetings with TPB's consultants for the Regional Roadway Safety Study.

Staff continued to attend meetings with the Plan Development and Coordination staff related to Project InfoTrak (PIT) project records and mapping products 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.

7.3 Congestion Management Process

Staff outlined draft versions of the Introduction, Section 1 - "What is Congestion", Section 2 - "Developing Goals and Objectives for Congestion Management Strategies", and Section 3 "Top Bottlenecks of the National Capital Region" of the enhanced Congestion Management Process (CMP).

Staff researched exemplary one-page documents from CMAP, MARC, and DVRPC that explain what the CMP is for those who visit the webpages found on these MPOs' websites.

Staff wrote and edited the one-page document explaining in simple terms what the CMP is, and specifically to the TPB, as well as a list of seven example Frequently Asked Questions concerning the CMP.

Staff edited the 2025 Quarter 2 National Capital Region Congestion Report for publication.

Staff watched on YouTube a public review session for the draft 2025 Congestion Management Process Status Report for the New York Metropolitan Transportation Council (NYMTC), to better understand what other very large MPOs across the United States are performing for their CMPs.

| Task 8 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|--|-------------|-------------------|------------------|-----------|
| REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION | \$1,205,181 | \$41,950 | 3% | 73 |

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Planning Coordination

Staff released the June REMS report with the May data points that tracts the region's job growth, unemployment, inflation, and housing production.

Staff continued the work on the Economic Trends Dashboard.

Staff convened the Cooperative Forecasting and Data Subcommittee for a meeting on July 8th

Staff invited Arlington County Planning Division staff to talk about the upcoming 2030 Census and the next series of Census products to be expected during the next two to three years.

Staff made a presentation about the status of the Round 10.1 Cooperative Forecasts to the Cooperative Forecasting and Data Subcommittee. Staff prepared updated Summary Tables and responded to any questions about either the Cooperative Forecasts or the revised tables.

Staff continued work on the Round 10.1 Cooperative Forecasts by reviewing TAZ submissions and checking with local governments on progress of submitting final TAZ data.

Staff finished the Suggested Baseline Employment Memo for Year 2023 and provided a presentation about the memo to the Cooperative Forecasting and Data Subcommittee. The memo was posted on the Cooperative Forecasting Technical Resources website page.

Staff convened the Planning Directors Technical Advisory Committee for a meeting on July 18th.

Staff invited members of the Prince George's County Planning Department to present the Go Prince George's Preliminary Master Plan of Transportation and the staff from the DC Office of Planning briefed the committee on the DC 2050 Comprehensive Plan.

Staff made a presentation about the status of the Round 10.1 Cooperative Forecasts to the Planning Directors Technical Advisory Committee. Staff prepared updated Summary Tables and responded to any questions about either the Cooperative Forecasts or the revised tables.

Staff completed the 2023 Multifamily Rental Housing Construction Report that provides information on the number, location, and size of new multifamily residential development projects in metropolitan Washington.

| Task 9 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|---|-----------|-------------------|------------------|-----------|
| COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS | \$807,498 | \$21,340 | 3% | 75 |

9. COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Standard operations continued for 48 open Enhanced Mobility projects. Eighteen requests for reimbursements totaling \$316,166.44 were accrued, processed, and paid. Three pre-application conferences were held in DC, MD and VA to supply potential applicants with the information needed in order to submit a successful application in the Enhanced Mobility solicitation (Round 7). Quarterly progress reports were collected from subrecipients and reported to FTA via TrAMS. Vehicle inspections were performed on 8 vehicles by COG staff with deliveries occurring to 4 subrecipients directly after. Vehicle match invoice was sent to one subrecipient and a vehicle match payment was received from another subrecipient. 2025 FTA Certifications and Assurances were requested from all subrecipients. Closeouts were processed on two Round 5 contracts. One budget revision request was submitted and approved by FTA.

9.2 Regional Roadway Safety Program

Four (4) FY 2026-funded RRSP project proposals were approved by the TPB in May, for completion in FY 2026. Staff began coordination with jurisdictions of the selected projects to develop scopes of work in anticipation of procuring consultants.

9.3 Transportation Alternatives Set-Aside Program

The solicitation for TAP applications in Maryland was conducted between April 1 and April 30. At the close of the application period, MDOT staff sent TPB staff 2 applications to consider for funding in our region. A selection panel met in June and recommended funding the two projects. The Steering Committee approved a resolution to fund these two projects on July 2. TPB staff informed applicants of the Steering Committee's decisions.

9.4 Transportation Land Use Connections Program

Staff continued the scoping and procurement process for the 5 new projects for FY 2025 approved by the TPB in June. COG staff drafted project scopes and met with member jurisdiction's staff to review scope details. In August, following finalization of project scopes, staff will send a questionnaire to the list of pre-qualified consultants to gauge their interest in submitting proposals and invite consultants to develop project proposals.

In July, staff coordinated with the master consultants for three of the TPB's local technical assistance programs – TLC, RRSP, and TWR – to orient them to the procurement process.

| Task 10 | BUDGET | Billed this month | % Funds Expended | UPWP Page |
|----------------------------|-------------|-------------------|------------------|-----------|
| TPB MANAGEMENT AND SUPPORT | \$1,652,699 | \$74,209 | 4% | 77 |

10. TPB MANAGEMENT AND SUPPORT

10.1 Transportation Planning Board Committee Support and Management and Unified Planning Work Program

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 **JULY 2025 FY 2026** 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 JULY 2025 FY 2026 include Telephone / WebEx / Microsoft Teams Communications:

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 | \$1,591,680 | \$5,458 | 0% | 79 |
| District of Columbia | \$302,828 | \$0 | 0% | 79 |
| Maryland | \$537,830 | \$0 | 0% | 81 |
| Virginia | \$473,488 | \$5,458 | 1% | 83 |
| Regional Transit | \$277,533 | \$0 | 0% | 85 |

11. TECHNICAL ASSISTANCE

11.A District of Columbia

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Regional Roadway Safety Program

As part of the Regional Safety Program, one technical assistance project was 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, none of the FY26 projects were partially or fully 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, one technical assistance project in Maryland is 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, two 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 reviewed all data and video files from the Spring 2025 VDOT Active Transportation counts and provided feedback to the contractor. Once all files were approved, staff reviewed and approved the associated invoice.

Staff conducted QA/QC of Eco-Counter data for June and shared the findings with VDOT staff.

Staff addressed VDOT comments on the draft Fall 2024 Active Transportation Report, finalized the report, and delivered it along with the supporting Excel data files.

Staff updated the Active Transportation geodatabase feature class (maintained since 2019) to include both the Spring and Fall 2024 studies and provided the updated dataset to VDOT staff.

Staff assigned the draft task order for contractor pricing and issued the task order for the FY26 I-395/I-66 Mode Share Study.

Staff initiated discussions with VDOT staff regarding the 2025 Fall Active Transportation counts plan.

Staff drafted the task order for the 2025 Fall VDOT Active Transportation counts to obtain contractor pricing.

Staff scheduled the kick-off meeting for the I-66/I-395 Mode Share Study.

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 Roadway Safety Program

As part of the Regional Safety Program, three 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

The solicitation for the FY 2026-2027 cycle of Transit Within Reach applications continued in July. Staff carried out ongoing communications via the TPB website and announcements at committee meetings. The deadline for optional abstract submission was June 30, with staff providing comments and input on abstracts in July. In July, staff also continued other preparations for the FY 2026-2027 cycle of Transit Within Reach.

3. Other Tasks to be Defined

No activity.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management

- COG/TPB staff prepared the documents for July 24, 2025, Aviation Technical Subcommittee (ATS) including the agenda and meeting highlights from the May 22, 2025 meeting.
- Staff updated the monthly enplanement data for BWI, DCA, and IAD using the latest figures from MWAA and MAA.
- Staff prepared and transmitted the documentation to FAA to close out AIP Grant 3-11-8840-019-2021 (CASP 36) and 3-11-8840-020-2022 (CASP 37).
- Staff prepared and transmitted a list of documents to the new FAA official to comply with their requirements for AIP grants.

2025 Ground Access Travel Time Study Update

- Staff reviewed previous Ground Access Travel Time (GATT) study reports and scripts in preparation for the 2025 GATT study.
- Staff prepared the draft scope of work for the 2025 Ground Access Travel Time Study to be shared with the Aviation Technical Subcommittee.
- Staff delivered an update on the 2025 APS Ground Access Travel Time Study to the Aviation Technical Subcommittee on July 24.

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

- Staff drafted and submitted the task order proposal for the 2025 Regional Air Passenger Survey (APS) to ICF, the on-call contractor, and provided comments on the Task Order proposal submitted by ICF in response.
- Staff started the on-boarding process at the three regional airports – BWI, DCA, and IAD – for COG staff to be badged in preparation for the 2025 APS.
- Staff reached out to the three regional airports to request logistical support including secure room, parking passes for field staff, and scheduling presentations at the airport tenant meetings.
- Staff coordinated the presentation at BWI airport tenant meeting to be held on September 18.
Staff delivered an update on the 2025 APS to the Aviation Technical Subcommittee on July 24.

2023 Ground Access Forecast and Element Update

- Staff reviewed and revised the 2023 Regional Air Passenger Survey (APS) Ground Access Forecast Update (GAFU) technical memorandum based on input from the Aviation Technical Subcommittee.
- Staff finalized the 2023 Regional Air Passenger Survey (APS) Ground Access Forecast Update (GAFU) technical memorandum and distributed it to the members of the Aviation Technical Subcommittee.
Staff delivered an update on the 2023 APS Ground Access Forecast Update to the Aviation Technical Subcommittee on July 24.

Progress on Plan Products

The following is a list of activities that will be undertaken by TPB staff in FY 2026. There are 14 advisory committees and subcommittees that provide subject-matter expertise and consensus for each of these products and projects.

- The Visualize 2050 National Capital Region Transportation Plan is anticipated to be approved in December 2025, which is later than previously planned (June 2025) since the Air Quality Conformity (AQC) Analysis will now include two options: One without the I-95/495 Southside Express Lanes (SSEL) and one with the facility. The focus in 2025 is the AQC Analysis, the Plan Performance Analysis, and all the planning elements in the documentation.
- The FY 2026-2029 Transportation Improvement Program will be developed (December 2025 approval).
- Nine TLC projects for FY 2026 will be completed (June 2026)
- Six RRSP projects for FY 2026 will be completed (June 2026)
- TPB will select FY 2026 projects for funding and/or consultant services for the DC and Maryland Transportation Alternatives Set-Aside Program, Transportation and Land Use Connections projects, and Regional Roadway Safety projects.
- TPB will set Performance Based Planning and Programming targets for the following federal categories: Annual Highway Safety Targets, Annual Transit Safety Targets, and Transit Asset targets.

Specific Projects/products:

| # | PROJECT/STUDY/DELIVERABLE | Consultant? | Est Completion Date |
|----|---|-------------|---------------------|
| 1 | Visualize 2050 plan document | No | Dec 2025 |
| 2 | Visualize 2050 process document | No | Dec 2025 |
| 3 | Visualize 2050 website | Yes | Dec 2025 |
| 4 | Access to Opportunities Study | Yes | Dec 2026 |
| 5 | Transit Access Focus Areas - update | No | 2025/2026 |
| 6 | Conduct resilience analysis: Interior flooding analysis; economic analysis of select adaptation scenarios; and closures due to natural hazard data analysis and mapping | Yes | Varied |
| 7 | 2024 State of Public Transportation Report | Maybe | Oct 2025 |
| 8 | Regional Roadway Safety Study Update (deep dive) | Yes | Sept 2025 |
| 9 | Safety Inventory Assessment /ATE White Paper | Yes | Jan 2026 |
| 10 | National Capital Trail Network Map Update | Yes | February 2026 |
| 11 | Bicycle and Pedestrian Plan Update | Yes | Summer 2026 |
| 12 | Freight Plan Update | Yes | Winter 2027 |

TPB Work Program Progress Report

July 2025 FY 2026

| | | | |
|----|--|-------|--|
| 13 | DMVMoves Implementation/ Bus Priority | Yes | Multi-year |
| 14 | Annual State of Public Transportation Report | No | June 2025 |
| 15 | Regional bike/active transportation count program | Yes | Multi-year |
| 16 | Regional Extreme Heat Analysis | Yes | June 2026 |
| 17 | Automated Traffic Enforcement (ATE) Reciprocity Strategy | Yes | Spring 2026 |
| 18 | Safety Grant Opportunity Summaries and Web Portal | Yes | Varied |
| 19 | Work with COG on Regional Advocacy Strategy | | Winter 2026 |
| 20 | TPB Annual Report | Maybe | December 2025 |
| 21 | Public Participation Implementation Evaluation (every 4 years) | Yes | December 2026 |
| 22 | Consultant assistance to upgrade COGTools for ArcGIS Pro | Yes | September 2025 |
| 23 | RFP to renew on-call consultant assistance with travel forecasting | Yes | June 2025 |
| 24 | Update COG/TPB's strategic plan for travel forecasting methods | No | December 2025 |
| 25 | Gen 2 (trip-based) Travel Model: Maintain, update, and enhance | Yes | Continuous |
| 26 | Gen3 Travel Model (activity-based model): Phase 3 of 3, Usability Testing | Yes | Dec. 2025 |
| 27 | Participation with the ActivitySim software Project Management Committee | | |
| 28 | Review of travel demand forecasting model (TDFM) software | Yes | Sep. 2026 |
| 29 | Conduct AQC analysis & performance analyses of LRTP, including documentation | No | Dec. 2025 for AQC; Mar. 2026 for EJ analysis |
| 30 | 2015 Ozone NAAQS: Develop Maintenance SIP, includes developing inventories of mobile emissions | No | Dec 2026 |
| 31 | Vehicle registration/vehicle identification number (VIN) data: De-code 2026 data | Yes | Jun. 2027 |
| 32 | Climate change planning activities post CCMS & ICORGHG ?? | | ? |
| 33 | Develop transportation-sector GHG inventories | No | Dec. 2025 |

TPB Work Program Progress Report

July 2025 FY 2026

| | | | |
|----|--|-----------------------------------|---------------|
| 34 | Track progress toward meeting the region's 2030 & 2050 on-road, transportation-sector GHG reductions goals ?? | | ? |
| 35 | Climate change planning: Carbon Reduction Program (CRP) | Yes | TBD |
| 36 | Climate change planning: Climate Pollution Reduction Grants (CPRG) | Yes | December 2025 |
| 37 | Climate change planning: Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy | Yes for 2024 work; TBD for future | TBD |
| 38 | Regional Travel Survey | Yes | Multi-year |
| 39 | Travel Monitoring Program Enhancement | Yes | December 2025 |
| 40 | Visualizations and TRAP Page Development | No | Ongoing |
| 41 | Travel monitoring data sets and visualizations | Yes | Varies |
| 42 | Regional Activity Centers Map Update | No | March 2025 |
| 43 | Round 10.1 Cooperative Forecasts | No | October 2025 |
| 44 | TLC projects (9 individual products) | Yes | June 2025 |
| 45 | Transit Within Reach (TWR) projects (3 individual products) | Yes | Dec 2024 |
| 46 | Regional Roadway Safety Program (6 individual products) | Yes | June 2025 |
| 47 | Enhanced Mobility Grantee Solicitation | No | Summer 25 |
| 48 | Performance-Based Planning & Programming: PBPP for CMAQ | | ? |
| 49 | Identify/obtain data to support Gen3 & Gen4 travel models, including RTS and TOBS | TBD | Continuous |
| 50 | Regional coordination of future transit on-board surveys (TOBS) | Yes | Multi-year |
| 51 | Implementation of new Regional Travel Survey (RTS) format, transitioning from a "once-a-decade" to a more frequent survey activity | Yes | Multi-year |
| 52 | State of the Commute Survey | Yes | Winter 2025 |
| 53 | 2025 Washington-Baltimore Regional Air Passenger Survey | Yes | Fall 2025 |
| 54 | Washington-Baltimore Regional Air Cargo Element Update | No | March 2025 |
| 55 | Ground Access Forecast Update | No | Spring 2025 |

FY 2026 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
July 2025

| | DC, MD and VA | BILLED | | |
|---|----------------------|---------------------|-------------------|-----------|
| | | FTA, FHWA and LOCAL | FUNDS | THIS |
| | | BUDGET TOTAL | EXPENDED | MONTH |
| 1. Long-Range Transportation Planning | | | | |
| Long - Range Transportation Planning | 1,921,626.60 | 88,687.66 | 88,687.66 | 5% |
| Subtotal | 1,921,626.60 | 88,687.66 | 88,687.66 | 5% |
| 2. Transportation Improvement Program | | | | |
| Transportation Improvement Program | 468,378.02 | 30,037.59 | 30,037.59 | 6% |
| TIP Database Support | 255,000.00 | 0 | 0 | 0% |
| Subtotal | 723,378.02 | 30,037.59 | 30,037.59 | 4% |
| 3. Planning Elements | | | | |
| Bicycle & Pedestrian Planning | 811,973.94 | 5,356.24 | 5,356.24 | 1% |
| Congestion Management Process | 419,724.59 | 15,506.45 | 15,506.45 | 4% |
| Freight Planning | 146,999.72 | 8,065.7 | 8,065.7 | 5% |
| Metropolitan Area Transportation Operation Coord Program Planning | 497,943.86 | 24,605.16 | 24,605.16 | 5% |
| Performance-Based Planning & Programming | 346,060.19 | 23,836.17 | 23,836.17 | 7% |
| Regional Public Transportation Planning | 599,382.02 | 48,034.75 | 48,034.75 | 8% |
| Resilience Planning | 405,484.63 | 11,063.54 | 11,063.54 | 3% |
| Systems Performance, Ops & Tech Planning | 177,488.64 | 7,941.03 | 7,941.03 | 4% |
| Transportation Emergency Preparedness Planning | 220,577.72 | 0 | 0 | 0% |
| Transportation Safety Planning | 0.00 | 18,827.07 | 18,827.07 | 0% |
| Subtotal | 3,625,635.31 | 163,236.11 | 163,236.11 | 5% |
| 4. Public Participation | | | | |
| Public Participation | 748,137.16 | 47,121.29 | 47,121.29 | 6% |
| Subtotal | 748,137.16 | 47,121.29 | 47,121.29 | 6% |
| 5. Travel Forecasting | | | | |
| Network Development | 1,426,125.07 | 63,744.6 | 63,744.6 | 4% |
| Software Support | 2,355,708.58 | 132,523.79 | 132,523.79 | 6% |
| Subtotal | 3,781,833.65 | 196,268.39 | 196,268.39 | 5% |
| 6. Mobile Emissions Planning | | | | |
| Air Quality Conformity | 1,360,649.12 | 71,875.8 | 71,875.8 | 5% |
| Mobile Emissions Analysis | 1,987,483.39 | 105,583.99 | 105,583.99 | 5% |
| Subtotal | 3,348,132.51 | 177,459.79 | 177,459.79 | 5% |
| 7. Travel Monitoring and Data Programs | | | | |
| Research & Analysis | 5,156,898.06 | 80,938.03 | 80,938.03 | 2% |
| Data Visualization & Management | 980,681.79 | 48,499.5 | 48,499.5 | 5% |
| Congestion Management Program | 863,373.50 | 23,920.35 | 23,920.35 | 3% |
| Subtotal | 7,000,953.35 | 153,357.88 | 153,357.88 | 2% |
| 8. Planning Scenarios and Socioeconomic Forecasting | | | | |
| Socioeconomic Forecasting | 1,205,180.22 | 41,950.4 | 41,950.4 | 3% |
| Subtotal | 1,205,180.22 | 41,950.4 | 41,950.4 | 3% |
| 9. Complete Street Mobility and Enhancement Programs | | | | |
| Enhanced Mobility Grant Program | 494,447.28 | 13,539.15 | 13,539.15 | 3% |
| Regional Roadway Safety Program | 57,200.17 | 0 | 0 | 0% |
| Transportation and Land Use Connections Program | 37,149.84 | 3,144.02 | 3,144.02 | 8% |
| Transportation Alternatives Set-Aside Programs | 218,701.98 | 4,657.13 | 4,657.13 | 2% |
| Subtotal | 807,499.27 | 21,340.3 | 21,340.3 | 3% |
| 10. TPB Support and Management | | | | |
| TPB Support and Management | 1,652,698.14 | 74,209.47 | 74,209.47 | 4% |
| UPWP | 0.00 | 0 | 0 | 0% |
| Subtotal | 1,652,698.14 | 74,209.47 | 74,209.47 | 4% |
| Core Program | | | | |
| A. District of Columbia Technical Assistance | | | | |
| Program Development & Misc. | 302,828.90 | 0 | 0 | 0% |
| B. Maryland Technical Assistance | | | | |
| Program Development & Misc. | 537,830.77 | 0 | 0 | 0% |
| C. Virginia Technical Assistance | | | | |
| Program Development & Misc. | 473,487.73 | 5,458.59 | 5,458.59 | 1% |
| D. Public Transit Technical Assistance | | | | |
| Program Development & Misc. | 277,533.85 | 0 | 0 | 0% |
| Technical Assistance | 1,591,681.25 | 5,458.59 | 5,458.59 | 0% |
| TPB Grand Total | 26,406,755.48 | 999,127.47 | 999,127.47 | 4% |

**FY 2026 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE
July 2025
SUPPLEMENT 1**

| | TOTAL AUTHORIZED | TOTAL BUDGET | FTA/STA/LOCAL AUTHORIZED | FTA | PL FUNDS/LOCAL | | FHWA EXPENDITURES |
|---|---------------------|-----------------|-----------------------------|---------------|---------------------|--------|----------------------|
| | | | | | EXPENDITURES | BUDGET | |
| A. District of Columbia Technical Assistance | | | | | | | |
| Program Development, Data Requests, & Misc | 15,000.90 | 0.00 | 1,535.01 | 0.00 | 13,465.89 | | 0.00 |
| Regional Roadway Safety Program | 36,000.00 | 0.00 | 3,683.80 | 0.00 | 32,316.20 | | 0.00 |
| Transportation/Land Use Connection Program-DC | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 |
| TBD | 251,828.00 | 0.00 | 25,769.03 | 0.00 | 226,058.97 | | 0.00 |
| Subtotal | 302,828.90 | 0.00 | 30,987.85 | 0.00 | 271,841.05 | | 0.00 |
| B. Maryland Technical Assistance | | | | | | | |
| Feasibility/Special Studies | 24,999.87 | 0.00 | 2,558.18 | 0.00 | 22,441.69 | | 0.00 |
| Program Development, Data Requests, & Misc | 15,000.90 | 0.00 | 1,535.01 | 0.00 | 13,465.89 | | 0.00 |
| Regional Roadway Safety Program-MD | 42,000.00 | 0.00 | 4,297.77 | 0.00 | 37,702.23 | | 0.00 |
| Transportation/Land Use Connection Program-MD | 300,000.00 | 0.00 | 30,698.37 | 0.00 | 269,301.63 | | 0.00 |
| TBD | 155,830.00 | 0.00 | 15,945.76 | 0.00 | 139,884.24 | | 0.00 |
| Subtotal | 537,830.77 | 0.00 | 55,035.10 | 0.00 | 482,795.67 | | 0.00 |
| C. Virginia Technical Assistance | | | | | | | |
| Program Development, Data Requests, & Misc | 15,000.90 | 0.00 | 1,535.01 | 0.00 | 13,465.89 | | 0.00 |
| Regional Roadway Safety Program-VA | 42,000.00 | 0.00 | 4,297.77 | 0.00 | 37,702.23 | | 0.00 |
| TBD | 75,188.00 | 0.00 | 7,693.83 | 0.00 | 67,494.17 | | 0.00 |
| Transportation/Land Use Connection Program-VA | 80,000.00 | 0.00 | 8,186.23 | 0.00 | 71,813.77 | | 0.00 |
| Travel Demand Modeling | 24,999.87 | 0.00 | 2,558.18 | 0.00 | 22,441.69 | | 0.00 |
| Travel Monitoring | 236,298.96 | 5,458.59 | 24,179.98 | 558.57 | 212,118.98 | | 4,900.02 |
| VA Other Tasks | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 |
| Subtotal | 473,487.73 | 5,458.59 | 48,451.01 | 558.57 | 425,036.72 | | 4,900.02 |
| D. Public Transit Technical Assistance | | | | | | | |
| Program Development, Data Requests, & Misc | 15,000.90 | 0.00 | 15,000.90 | 0.00 | 0.00 | | 0.00 |
| Regional HCT Graphic/Map | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 |
| TBD | 12,532.95 | 0.00 | 12,532.95 | 0.00 | 0.00 | | 0.00 |
| Transit Within Reach Solicitation | 250,000.00 | 0.00 | 250,000.00 | 0.00 | 0.00 | | 0.00 |
| Subtotal | 277,533.85 | 0.00 | 277,533.85 | 0.00 | 0.00 | | 0.00 |
| Grand Total | 1,591,681.25 | 5,458.59 | 412,007.81 | 558.57 | 1,179,673.44 | | 4,900.02 |