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- **FY 2025**



National Capital Region
Transportation Planning Board

Work Program Progress Report
JUNE 2025

FY 2025

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
77 NORTH CAPITOL STREET, N.E., SUITE 300
WASHINGTON, D.C. 20002-4239

MAIN 202/962-3200 | FAX 202/962-3201 | TTY 202/962-3212 | [HTTP://WWW.MWCOG.ORG](http://WWW.MWCOG.ORG)

TPB Work Program Progress Report

June 2025 FY 2025

The TPB approved its FY 2025 Unified Planning Work Program (UPWP) in March 2024, and amended it in March 2025. The TPB Work Program Progress Report summarizes each activity for June. 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	\$1,676,609	\$128,939	88%	43

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.

FY25 Highlights/End-of-Year Recap:

The zero-based budgeting (ZBB) exercise to develop Visualize 2050 was very helpful to understand how Visualize 2045 was being implemented through the TPB’s priority strategies as indicated by the projects and programs submitted for Visualize 2050. Staff studied the project inputs to understand how the projects and programs applied priority strategies included in Visualize 2045. This was the first time TPB’s subject matter experts thoroughly reviewed the project inputs and were able to see how their planning efforts translate into future investments. The ZBB activities this year consisted of agencies submitting their non-regionally significant (NRS) submissions and extensive staff review of their project inputs to ensure data quality and a general understanding of the activity.

One of the Visualize 2045 aspirational initiatives was bike and walk to transit for which staff this fiscal year reviewed the methodology for identifying Transit Access Focus Areas (TAFAs). Staff reviewed the previous methodology and new options from DC’s pedsheds to a consultant-developed hexagon-based tool utilized last year in a transit study. A new scope of work for updating the TAFAs was developed in the event that the TAFAs are updated for future planning efforts.

In January, staff presented to the TPB an amendment to Visualize 2045 to include the Transportation Resiliency Improvement Plan and its list of projects into the region’s transportation plan which was approved.

1.2 – Environmental Justice and Equity

No activities.

FY25 Highlights/End-of-Year Recap:

Staff presented the findings of the Equity Deep Dive Study to the Technical Committee in September 2024 and explored next steps with the consultant. Staff wrote in their Visualize 2050 planning and programming process documents how equity had been considered in the planning process that informs Visualize 2050. Early in 2026, staff began reviewing the new federal direction related to equity and how it applies to TPB’s work. TPB staff did not initiate any new activities related to equity in the second half of the fiscal year revised references in the draft Visualize 2050 plan that discussed equity emphasis areas.

1.3 – Future Plan Development

Staff continued to prepare presentation and memo materials for the upcoming July Technical Committee and TPB meetings where the results of the air quality conformity analysis and select performance measures will be shared. Additionally, staff worked on the schedule adjustment for the fall given that some TPB members are not able to attend the September 2025 meeting when the vote for the I-495 Southside Express Lanes project was scheduled to take place. Staff evaluated options for pushing the vote to October and the implications of that adjustment to plan development.

Staff continued reviewing the project inputs, developed draft project lists for internal QA/QC review, and coordinated with member agencies on edits requested. Staff began reviewing the shapefiles generated by the PIT and identifying improvements needed to project data to enable more accurate maps. Staff completed the spring rounds to subcommittee meetings. Staff held the 2050 team meeting, weekly meetings for plan coordination and PIT items. 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 the costs for non-regionally significant projects. Staff coordinated plan development work with the TIP development including the VA STIP development for which statewide coordination began this month.

FY25 Highlights/End-of-Year Recap:

The development of Visualize 2050 continued throughout fiscal year 2025 in anticipation of a December 2026 approval. Highlights included the zero-based budgeting exercise to receive all new project inputs in collaboration with member agencies, transition to a new project database, writing of the 28-part Visualize 2050 planning and programming process documentation, drafting the seven-chapter Visualize 2050 plan, developing a new website with the help of a consultant-Clark Communications, and coordinating plan development with the development of the FY2026-2029 Transportation Improvement Program and the Air Quality Conformity Analysis.

The TPB's subject matter experts had the unique opportunity to review the project inputs from each state as it relates to their area of planning to see how the region's planning efforts will result in future regional investments. Each month the full 2050 team gathered to coordinate various plan components; weekly plan development and project database coordination meetings helped keep the team maintain progress on the many activities involved in plan development. TPB staff made presentations on almost a monthly basis to the Technical Committee primarily on the ZBB activities but also on plan development status and next steps. The TPB received one major staff presentation in March and another from VDOT on the I-495 Southside Express Lanes in April 2025.

1.4 – Federal Compliance

Staff coordinated internally regarding a Title VI Compliance Review.

FY25 Highlights/End-of-Year Recap:

Staff completed the draft introduction to the Visualize 2050 process documentation showing how and where the TPB is responding to specific federal requirements for the plan. Staff participated in research being conducted by a consultant on housing and transportation coordination in response to recent federal initiatives. Staff reviewed new executive orders and guidance and identified ways to modify current plan development efforts to comply. To comply with VA law, staff worked with VDOT to prepare for TPB's participation in an annual listening session in Virginia scheduled for December.

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, per plans to cancel the September 2025 meeting. Staff continued work on the conformity analysis as directed by the Board as well as the remaining steps of the zero-based budgeting exercise. Staff continued preparing the PowerPoint and memo to communicate the results of the two sets of conformity analysis to the TPB in July. Staff continued coordinating with VDOT to provide an update to the Board on the Southside Express Lanes project to assist them with their decision-making on this project later in the year.

FY25 Highlights/End-of-Year Recap:

Staff maintained a calendar of key activities and met internally to ensure progress on plan development. Staff worked on the conformity analysis schedule and model work to accommodate a

second option per Board action in June 2024. Staff worked with VDOT on the I-495 Southside Express Lanes project to provide the Board with timely updates. Late in the fiscal year, the decision was made to cancel the September 2025 Board meeting which prompted staff to adjust the fall schedule for plan development to still meet the December 2025 due date for plan approval. Throughout the whole year, staff worked on the zero-based budgeting exercise to receive and review member agency submittals for non-regionally significant inputs and ensure all inputs had a cost and were clearly described.

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 on finalizing the slide decks and draft addendum report, working towards wrapping up the project by the end of June. 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, which has been finalized. Analysis on rail stop case study continued with review of data and initial analysis and narrowed down asset selection for bridge, road segment and rail segment for economic analysis study. Presented results of the interior flood analysis to TPB Technical Committee and TPB Board on June 6 and June 18, respectively, as an informational item. Staff spent significant time reviewing Visualize 2050 chapters for content and clarity 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 made 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, including the results in the Tech and Board presentations. Staff also finalized the scope of work for FY26 extreme heat analysis project and sent to consultant for proposal to be received and reviewed in July. 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.

FY25 Highlights/End-of-Year Recap:

- In July 2024, FHWA confirmed that the National Capital Region Transportation Resilience Improvement Plan (TRIP) met all requirements of the PROTECT program for a formal RIP.
- In January 2025, TPB Board reviewed and approved a resolution to incorporate the TRIP into Visualize 2045 as well as add several additional projects to the July 2024 approved Prioritized Project List in the TRIP.
- Acquired Fathom US Flood Map data and completed the Interior Flooding Update Analysis project, which re-scored all transportation assets in the region as no, low, medium, or high risk to interior flooding with a new data source. This data source takes urban flooding and future floodplain expansion into consideration, providing complementary information to FEMA floodplain data.
- TPB Board approved the formation of the Regional Transportation Resilience Subcommittee, which meets quarterly. The subcommittee has met several times to discuss issues of regional importance with regards to transportation resilience, with one of those meetings being a joint meeting with the Regional Public Transportation Subcommittee. An elected official from the City of Falls Church, David Snyder, has served as the Chair for the subcommittee this past year.
- In September 2024, staff presented at the AMPO Annual Meeting on transit resilience activities within the TPB region and how the organization has assisted members to analyze risks and funding projects to address flooding and other natural threats.

- Completed scope of work and RFP for new extreme heat analysis to better understand impacts of extreme heat on transportation users in FY26.
- Program staff has been invited to speak at numerous webinars and panels on the state of the practice in the COG region, including FHWA events as the NCR TRIP is one of the first MPOs to complete a RIP that meets all the federal requirements.
- Benefit-Cost Analysis project neared completion during this fiscal year, to wrap in the first quarter of FY26.
- Staff worked closely with internal GIS team to update resilience web mapping tool and complete a highly anticipated analysis of RITIS data that displays road closures due to flooding in the region over 20 years and analyzed if the events were in an existing floodplain or not.
- Staff provided input, information, and content on public transportation activities in the development of the Visualize 2050 long range transportation plan.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$611,722	\$54,071	70%	47

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1– Transportation Improvement Program (TIP)

At its meeting on Friday, June 6 the TPB Steering Committee reviewed and adopted three resolutions described below that approved amendments to the FY 2023-2026 TIP that met or are exempt from the air quality conformity requirement.

- SR42-2025, DDOT amended the TIP to include
 - \$1.25 million in FTA and District funds to study the Georgia Avenue NW Bus Priority Project,
 - approximately \$21 million in FHWA and District funds for the Rehabilitation of I-395 NB Bridge over the Potomac River project, and
 - \$4 million in FHWA and District funding for the Anacostia Ave NE over Anacostia River Outlet Bridge
 - Rehabilitation project.
- SR43-2025 – MDOT added \$ 20 million in FHWA and state funding to the Areawide Bridge Rehabilitation and Replacement Program (project grouping record)
- SR44-2025 – VDOT advanced the northern segment of the Devlin Road Widening project into the TIP through construction with \$39 million in concessionaire funding.

During the month of June TPB staff reviewed and approved administrative modifications to 9 TIP records for DDOT, adding approximately \$13.7 million and 2 TIP records for VRE that did not add any significant amount of funding.

FY25 Highlights/End-of-Year Recap:

- The TPB Steering Committee approved 30 resolutions in FY 2025 amending the FY 2023–2026 TIP, with contributions from DDOT, MDOT, VDOT, VDRPT, Montgomery County, Prince George’s County, City of Rockville, City of Frederick, PRTC, NVTC, and FHWA.
- These amendments added a net total of over \$1 billion in federal, state, and local funding to various transportation projects and programs across the region.

- Staff processed administrative modifications to 79 project and program records, adding approximately \$55 million in total.
- Staff supported agencies in identifying “ongoing programs” and developing cost projections through 2050 for Visualize 2050 and assisted with submissions of projects for inclusion in the FY 2026–2029 TIP.

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 June, TPB staff 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:

- Fixed bug where Document Type field contained no selectable options, preventing users from uploading associated documents to amendment and ad-mod approvals.
- Addition of a “Not in TIP” value to the Current Implementation Status

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
- The Change Reason Detail field was modified to include Converted to TIP at an easier level to export.

FY25 Highlights/End-of-Year Recap:

- Consultant EcoInteractive continued providing support for TPB’s Project InfoTrak (PIT) system, including bug fixes, help desk services, and platform maintenance.
- In November 2024, EcoInteractive successfully launched the upgraded PIT 2.0 platform after backing up and transferring all current and historical TIP and LRTP records.
- Staff and EcoInteractive held weekly coordination meetings throughout the year to manage platform updates and transition tasks.
- Under the standard contract, EcoInteractive provided:
 - Monthly help desk support and bug fixes.
 - Updates to reporting tools and user account management.
 - Field and form customizations.
- Under the professional services expansion, EcoInteractive completed:
 - Development of the Bulk Import tool.
 - Customizations for project input forms and reporting.
 - Logic programming for conditional field visibility.
 - Transition support for PIT 2.0, including training and testing.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$3,539,007	\$188,803	66%	49

3. PLANNING ELEMENTS

3.1. Performance-Based Planning

Staff briefed the June TPB Technical Committee meeting on the latest performance data for the measures of Pavement Condition, Bridge Condition, Travel Time Reliability, Congestion Mitigation and Air Quality Program (CMAQ) Traffic Congestion, and CMAQ Emission Reduction. PBPP content was also reviewed in support of Visualize 2050 and the FY 2026-2029 TIP documents in development.

Staff attended the quarterly VDOT OIPI MPO meeting.

FY 2025 Highlights/End-of-Year Recap

- In August 2024, TPB staff drafted the federally required biennial MPO Congestion Management and Air Quality (CMAQ) Performance Plan, in consultation with the State DOTs. The Plan was revised and sent to the DOTs for inclusion in their biennial Mid Performance Period (MPP) submissions to FHWA. Additionally, TPB staff prepared suggested inputs for applicable performance measures and targets for sections of the MPP.
- TPB staff collected recent performance and forecast performance data for the development of annual highway and transit safety targets, working with the region's highway, transit, and safety agencies.
- New rulemaking from the Federal Transit Administration (FTA) on transit safety performance measures doubled the number of required targets from seven to fourteen. TPB staff made presentations to the region's transit systems on the new requirements and worked with them to collect data for the initial setting of the new targets.
- The TPB adopted the annual highway safety and transit safety targets in December 2024. Staff developed resolutions, reports, and presentations for the TPB for board approval of PBPP targets. Following adoption, the board resolutions were transmitted to the State DOTs in accordance with the PBPP Letters of Agreement between the TPB and each agency.
- TPB staff briefed the TPB on the transit asset management (TAM) target-setting requirements, applicability, and adoption process. The TPB adopted new TAM targets in February 2025.
- TPB staff collected the latest highway system performance and highway asset data. Staff prepared a regional data visualization of bridge condition and pavement condition performance. Staff presented highway system performance and highway asset data at the June TPB Technical Committee meeting.
- Throughout the year, TPB staff attended State DOT meetings and federal training sessions and coordinated with State DOT and other MPO stakeholders on the PBPP performance and targets.

3.2 Congestion Management Process

Staff created a draft schedule and list of activities to help achieve a successful Congestion Management Process (CMP) enhanced technical report in FY 2026.

Staff investigated the FY24 CMP Technical Report to identify opportunities for figures' metrics to be consolidated and to be made interactive, in addition to identifying additional metrics for potential utilization in the FY26 CMP Technical Report.

Staff searched for exemplary interactive CMP programs from other MPOs, as well as overarching webpages concerning what the CMP is and why it is important and one-page documents that outline Frequently Asked Questions (FAQs) to help guide its development within TPB.

Staff developed a memo proposing CMP Program Enhancements to facilitate continued dialogue and inform decision-making for the ongoing CMP enhancement initiative.

Staff prepared a memo on data visualization to support the CMP enhancement efforts, fostering ongoing dialogue and guiding informed decision-making throughout the initiative.

Staff prepared a memo outlining the CMP Overarching Statement and a Q&A to support ongoing discussions and guide considerations related to the CMP enhancement initiative.

Staff coordinated and facilitated the quarterly TPB Vehicle Probe Data User Group (VPDUG) meeting, which was well-received and garnered positive feedback from attendees.

Staff reviewed and recommended revisions to the Visualize 2025 content in response to an invitation for input.

Staff attended the V2X DC Symposium on June 12 at DDOT as an invited participant, engaging in substantive peer exchange that contributed to shaping future operational strategies for the CMP.

Staff participated in external meetings—including those with RITIS, StreetLight, and FHWA—and engaged in TPB committee and subcommittee sessions to support the development of CMP components. Additional details are available upon request.

Data Requests

None.

Meetings & Conferences

Staff attended a StreetLight Quarterly Product Update – Spring 2025 webinar to examine areas of overlap and potential for expanded StreetLight analyses' usage in the enhanced Congestion Management Process.

Staff attended the Commuter Connections Rewards Ceremony and Provided Lunch to network with regional employers who perform an exemplary job in Transportation Demand Management and learn from their best practices to help inform the demand-aspect of the enhanced Congestion Management Process.

FY25 Highlights/End-of-Year Recap:

- ***Enhanced Congestion Management Process (CMP) Technical Report Development.*** Staff decided in FY25 to revitalize the CMP Technical Report from being a static document into an interactive, interoperable dashboard that showcases the state of congestion, across various congestion-focused metrics, in the TPB region. A significant overlap with the enhanced Travel Monitoring Program was identified and helped reinforce an expectation for complementary program development between the two programs. Numerous other MPOs host at least an interactive element of their CMP, whether it be in a dashboard, storymap, or webpage, and in order to maximize understanding, and usage of the CMP, an interactive, interoperable tool was decided to be the decision for the revision of the CMP technical report. Staff met with federal partners, including the FHWA and FTA, to discuss their ideas and thoughts on transitioning the CMP technical report from a static document to an interactive tool, which received praise and approval, as long as the tool continues to meet federal reporting requirements.

Programmatically, responsibility for administering TPB's CMP Program was transferred from the Systems Performance Planning Program to the Planning Data and Research Program to better integrate travel monitoring research activities and products, which include analysis of observed speeds and bottlenecks covered by the CMP Program and analysis of observed traffic volumes, turning movements, and other travel trends. Combining these program areas will result in a more integrated, robust suite of travel trends analyses and products developed by TPB staff.

3.3 Systems Performance, Operations, and Technology Planning

Work continued on the transition of SPOTS focusing on integrating Data and Planning Team work program into the subcommittees structure going forward.

Staff attended the BMC TIMBR Committee meeting on June 4.

Staff attended the VDOT Work Zone Best Practices meeting on June 17.

The TPB regional survey of member operations technology was presented to the NVTa's technology Committee at their June 17 meeting.

FY25 Highlights/End-of-Year Recap:

- Two (2) meetings of the Systems Performance, Operations, and Technology Subcommittee (SPOTS) were organized and conducted during FY2025, including preparation of agendas, meeting summaries, and informational materials, providing opportunities for coordination and information exchange.
- A consultant-supported TPB regional survey of member operations technology started in FY2024 and was completed in FY 2025.
- The Regional Intelligent Transportation Systems Architecture was maintained, available on the TPB website; no changes were requested by partner agencies during FY 2025.

3.4 Transportation Emergency Preparedness Planning

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

FY 2025 Highlights/End-of-Year Recap:

- Six (6) virtual meetings and one (1) in person/hybrid meeting of the Regional Emergency Support Function 1 (R-ESF 1) Transportation Emergency Preparedness Committee were organized and conducted during FY 2025, including preparation of agendas, meeting summaries, and tracking of action items. Supporting and informational materials were developed.
- Follow-ups to the 2018 COG Traffic Incident Management Enhancement (TIME) Initiative were addressed, in coordination with the Metropolitan Area Transportation Operations Coordination (MATOC) program.
- Transportation emergency preparedness planning coordination with public safety committees and programs was maintained.

3.5 Transportation Safety Planning

Meetings were held with the consultant team to advance the Regional Safety Study update. The consultant delivered a draft report and accompanying presentation for Staff review. Staff provided comments on the draft versions for incorporation into a revised report. A no-cost period of

performance extension was provided to extend the Task Order by two months to provide additional time to finalize the deliverables.

In addition, Staff issued a Task Order award to conduct an inventory study of jurisdictional safety activities in relation to the TPB's 2020 Safety Resolution. This study was recommended during the 2024 Regional Roadway Safety Summit. Discussions were also held to schedule a meeting kick-off.

A briefing was also provided to COG staff on the status of efforts related to automated traffic enforcement reciprocity, and next steps were discussed.

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.

The Transportation Safety Subcommittee met for its next recurring meeting on June 10. The meeting focused on the topic of "before and after studies" and featured presentations by DDOT and Arlington County on post-project implementation safety outcomes, Arlington County on their crash tracking dashboard, and TPB Staff on the progress of Visualize 2050 as well as project selections for the FY 2026 cycle of the TLC and Regional Roadway Safety programs.

FY25 Highlights/End-of-Year Recap:

- The Transportation Safety Subcommittee met four times in the fiscal year, with meetings focusing on various themes including safety action plans, transportation safety and public health, and before and after studies. Staff conducted meeting planning and facilitation.
- Staff led the effort to establish this year's federally required PBPP regional highway safety targets. The TPB adopted these targets in December 2024.
- Staff planned and executed a regional Safety Summit in Fall 2024, including coordination with TPB officers, speakers, and guests; and execution of event logistics.
- Implementation of the recommendations from the Safety Summit began, including conducting an inventory study of jurisdictional safety activities, and holding discussions to explore a regional agreement for automated traffic enforcement reciprocity. Staff conducted procurement activities and setup a Task Order to begin work.
- Staff applied for and coordinated with the USDOT's Office of the Secretary to register the TPB for the Allies in Action campaign, a recommended action from the Safety Summit.
- Planning and work continued to update the 2020 Regional Roadway Safety Study to understand regional crash trends and contributing factors since 2017. A draft report was completed in June 2025, and the final report is anticipated in September 2025.
- Staff provided input and information on transportation safety in the development of the Visualize 2050 long range transportation plan.
- Advice and guidance were provided to the Regional Roadway Safety Program (Task 9.2), which was successfully accomplished.

3.6. Bicycle and Pedestrian Planning

A regional Dockless Micromobility Workshop was organized and held on June 30.

Staff attended the Baltimore Regional Safety Subcommittee meeting virtually on June 11, the DC Safe Community coalition in person on June 12.

Staff served on the Maryland TAP panel, reviewed the proposals, and attended the TAP panel meeting on June 24.

FY25 Highlights/End-of-Year Recap:

- Six (6) meetings of the Bicycle and Pedestrian Subcommittee were organized and conducted, fostering information exchange on a range of best practices in bicycle and pedestrian planning among TPB member jurisdictions and subject matter experts.
- Bicycle and pedestrian planning technical advice was provided for the Street Smart regional pedestrian and bicyclist safety campaigns.
- A Shared Micromobility workshop/webinar was organized and conducted on June 30, 2025. Workshop attendees included representatives from jurisdictions with active programs, discussion management, operational, and user/public issues. Seven consultant proposals were evaluated as part of the Street Smart RFP. The winning proposal was announced in July.
- Staff served as a project monitor for two regional roadway safety projects, Randolph Road in Montgomery County, and the Near-Miss study in Prince George's County. Both projects were completed on schedule in June 2025.
- Staff provided SME support for the Visualize 2050 plan.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee (RPTS) met virtually on June 24. Agenda topics included two briefings from member transit agencies in Maryland about their latest long-range planning products. These included VanGO's 2025 Transit Development Plan in Charles County and MARC's nearly completed Growth and Transformation Plan. Members also received presentations from TPB staff about the organization's enhanced travel monitoring program, the Enhanced Mobility Program and its current solicitation period, and an overview of the upcoming 2024 State of Public Transportation Report. Other business items included announcements of the Transit Within Reach grant program solicitation period and a planned meeting of transit procurement officials in July.

Staff are working on final editing of the 2023 State of Public Transportation Report. Presentations were prepared covering some of the primary content for the 2024 State of Public Transportation report for briefing the RPTS and the TPB Technical Committee in July.

Staff supported the DMVMoves transit initiative, developing strategic materials for team consideration and for presentation to the Community Partners Advisory Group. Other work included collaborating with on-call planning consultants for the development of a local transit financial analysis. Staff also continued to update the TPB Community Advisory Committee about DMVMoves, specifically about the working groups' draft regional action plan. Staff began preparations for a Regional Transit Procurement Roundtable in July, an event arising out of a DMVMoves draft recommendation for more coordinated purchasing to find cost and administrative efficiencies.

Staff attended the monthly WMATA JCC and NVTC MAC meetings, as well as the SJ28 Subcommittee meeting focusing on transit funding in Northern Virginia and an NVTB BRT Working Group meeting.

FY25 Highlights/End-of-Year Recap:

- The Regional Public Transportation Subcommittee (RPTS) met eight times in the year. Staff conducted meeting planning and facilitation.
- On-call consultants delivered an analysis of intercity bus and rail travel, which included an in-person survey of customers, an updated inventory of operators and services, and a webmap to assist member staffs and the public with related planning and policy development. Briefings on the analysis were presented to the TPB, its Technical Committee, and the RPTS.
- The RPTS hosted a joint subcommittee meeting with the TPB Regional Transportation Resilience in February 2025. This meeting featured speakers from within and outside the

TPB region discussing resilience to extreme weather issues impacting transit operations and how certain agencies have studied these problems and adapted with innovative approaches.

- In September 2024, staff presented at the AMPO Annual Meeting on transit resilience activities within the TPB region and how the organization has assisted members to analyze risks and funding projects to address flooding and other natural threats.
- Staff attended regularly scheduled monthly WMATA JCC and NVTC MAC meetings, as well as other WMATA events such as a special presentation on its Transit Signal Priority plans in Washington, D.C. and stand-alone JCC meetings. Staff also assisted in organizing briefings on the WMATA Better Bus Network Redesign effort for the TPB and the Technical Committee.
- Staff participated in regional planning studies and activities, including Zero Emission Bus working groups at NVTC, the National Capital Region Bus Leaders Committee, MATOC Transit Task Force meetings, and NVTB Bus Rapid Transit working group meetings. Staff attended webinars and other professional events on transit planning and performance.
- Staff completed a full working draft of the 2023 State of Public Transportation report with publication in the summer of 2025 and began data collection and development of the 2024 edition.
- Staff prepared multiple TPB endorsement letters for federal grant applications by member jurisdictions and agencies.
- A major activity for the year was the DMVMoves transit initiative by COG and WMATA, focused on finding sustainable and dedicated funding sources for WMATA and the region's other transit systems, as well as furthering a more seamless and integrated regional transit network. In support of DMVMoves, staff conducted considerable background research, managed several on-call planning consultant contracts, prepared meeting materials and strategic planning documents, engaged with regional transit partners, and organized external and internal meetings as necessary to further the initiative's goals.
- Staff provided input, information, and content on public transportation activities in the development of the Visualize 2050 long range transportation plan.

3.8. 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.

FY25 Highlights/End-of-Year Recap:

- The Freight Subcommittee met three times in the fiscal year, which focused on themes such as the land use implications of freight, air cargo, and impacts from the Key Bridge collapse. Staff conducted meeting planning and facilitation.
- With the assistance of a consultant team, Staff planned and executed the Regional Curbside Management Forum in August 2024, the TPB's first since 2020.
- Staff provided input and information on transportation safety in the development of the Visualize 2050 long range transportation plan.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

During the June 2025 reporting period, TPB staff prepared for and took part in the following meetings/events:

- The MATOC Transit Task Force met on June 3 to discuss plans for the Army 250th Birthday Celebration and Parade.
- The regularly scheduled meeting of the MATOC Steering Committee was organized and conducted on June 20, discussing communications, coordination, and Traffic Incident Management topics.
- On June 27, the MATOC Operations Subcommittee was organized and conducted virtually, discussing regional roadway operations and traffic issues.

FY 2025 Highlights/End-of-Year Recap:

- TPB staff support was provided for twelve (12) virtual meetings of the MATOC Steering Committee during FY 2025, including preparation of agendas, meeting summaries, and tracking of action items, helping the MATOC Steering Committee in its effective oversight of MATOC activities.
- TPB staff input and advice was provided via participation in 16 virtual or in-person/hybrid meetings of MATOC's subcommittees and working groups (the MATOC Operations Subcommittee, MATOC Severe Weather Coordination Working Group, and MATOC Transit Task Force [the MATOC Information Systems Subcommittee did not meet]) during FY 2025, plus two in-person/hybrid meetings of the MATOC Severe Weather Working Group. Topics discussed included roadway operations, transit, information systems, severe weather, special events, and exercises.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$767,522	\$48,330	87%	53

4. PUBLIC PARTICIPATION**4.1 Public Participation and Outreach**

Between noon Tuesday, May 20, and noon Tuesday, June 17, the TPB received one letter, and 37 comments submitted via email. The comments were focused on the I-495 Southside Express Lanes Project.

The June meeting of the TPB Community Advisory Committee (CAC) was held virtually on June 12. The meeting featured a DMVMoves discussion, information on public involvement and communication, a mid-point check on CAC meeting dynamics, and a briefing on the Enhanced Mobility program. The CAC also held their monthly "Act Locally" round-robin.

The Access for All Advisory Committee (AFA) met virtually on Monday, June 23, 2025. This was the first meeting of the new cohort. They received an update from the WMATA Access Advisory Committee, shared introductions, received a briefing on the Enhanced Mobility Solicitation, and discussed upcoming topics and further work on organizing the committee.

FY25 Highlights/End-of-Year Recap:

- Conducted public involvement as described in the TPB Participation Plan, including staff training to integrate public engagement, as appropriate, into planning activities throughout the department. The draft training includes a short PowerPoint presentation and a two-page form.
- Provided regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs. This was a significant effort with the TPB receiving a much higher volume of commentary on the Visualize 2050 Plan. Put in place a contract to help automate public comments received to ensure accuracy and timeliness due to high volumes.
- Supported the update to the Long-Range Transportation Plan, Visualize 2050, including review of process documents, regular briefings of advisory committees, and preparation for final public comment period.
- Provided staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff prepared report summaries and talking points for the CAC Chair to the TPB. Significant this year was the CAC's involvement in DMVMoves, which required staffing the Community Partners Advisory Group, a subcommittee of the effort, and support for the CAC representative on the task force. 2025 also saw recruitment and launch of a new CAC cohort.
- Provided staff support for the TPB Access for All Advisory (AFA) Committee. In addition to staff-prepared report summaries and talking points for the AFA Chair to the TPB, the support included completion of a situation assessment, advice on restructuring, soliciting new members, and re-organizing the committee.
- Ensured that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice. Significant this year was further work on compliance with the Americans with Disabilities Act, including coaching of staff on accessible presentations, and targeted solicitation of advisory membership from under-represented groups.

4.2 Communications

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

May 2025 TPB Highlights: TLC and Regional Roadway Safety project approvals, planning updates

June 2, 2025

TPB Transit Within Reach Program accepting applications for FY 2026-2027

June 16, 2025

COG Commuter Connections program announces top area employers for commuter benefits, goDMV competition winners

June 24, 2025

Staff updated the following pages on the COG website: Enhanced Mobility, Regional Roadway Safety Program, and Transportation Resilience

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

COG/TPB Enhanced Mobility Grantee Forum (June 5); Better Bus Network (June 9); June 18 TPB Board Meeting Announcement (June 18); TPB Inland Flood Analysis Report (June 24)

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 that is preparing for layout of the plan document and reviewed and edited

Visualize 2050 plan chapters. Staff identified and organized photographs and data graphics for the Visualize 2050 design consultant. Staff researched binding types for the Visualize plan document in coordination with a printer.

FY25 Highlights/End-of-Year Recap:

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

- Updated and posted the following publications: National Capital Region Inland Flood Analysis, Intercity Bus & Rail Travel Study Final Report, TPB Regional Roadway Safety Summit Post Event Summary Report, Washington-Baltimore Regional Air Passenger Survey – General Findings Report, Implementation Considerations for On-Road Greenhouse Gas Emissions Reduction Strategies, TPB Regional Curbside Forum Literature Review, TPB Regional Curbside Forum Post Event Report, and Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy
- Updated TPB public participation folder used for board and committee support materials as well as training/orientation materials for advisory committee members.
- Wrote and posted 11 TPB News articles and 7 TPB meeting recaps or highlights on various region-focused topics.
- Updated website and social media content to promote the TPB’s technical assistance and funding program application periods for the Transportation Land-Use Connections Program, Transit Within Reach Program, the Vibrant Communities webinar, TPB Curbside Management Forum, TPB Safety Summit, Regional Roadway Safety Program, state DOT Transportation Alternatives Set-Aside Programs, and COG’s Enhanced Mobility Program.
- Distributed 6 TPB News, two Visualize 2050 mailings, 5 TPB special mailings and announcements, and posted or shared TPB, Commuter Connections, and COG social media announcements via TPB Twitter (144 tweets, retweets, or quote tweets), Facebook (46 posts or shares), and 5 Instagram posts (TPB revived its Instagram account in FY 2025.)
- Supported the Visualize 2050 transportation plan update through continued contract management with the document design and website consultants. Finalized design and development of the Visualize2050.org website. Maintained and edited content on Visualize2050.org website. Reviewed and edited Visualize 2050 process documents and plan chapters for content and consistency with COG style guide. Discussed bindery options for planned print Visualize 2050 document and executive summary.

Tracked implementation of recommendations from the 2022 TPB Public Participation Plan Evaluation.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$3,540,239	\$176,787	61%	59

5. TRAVEL FORECASTING

5.1 Network Development

Staff continued to work on the Gen2 Travel Model and Gen3 Travel Model network development reports. In June, staff reviewed Chapter 4 of the report regarding COG/TPB’s network database and COGTools. Staff prepared a new version of the draft report and shared it within the team for comments. This report will be included in the Gen3 Model transmittal package when the model is released for production use.

Staff also tested the General Transit Feed Specification (GTFS) module in the COGTools network database, which includes two key functions: GTFS Schedule Extractor and Generate GTFS Shapefile. The GTFS Schedule Extractor is designed to efficiently extract and process GTFS data using an enhanced and streamlined method. The resulting output serves as the input for the Generate GTFS Shapefile function, which creates a spatial representation of the GTFS data. This is an important step in creating a "base year" transit in the database, used in network development for modeling activities associated with air quality conformity analysis and state implementation planning, among others.

Staff began investigating and reviewing facility type coding for centroid connectors, which are used to represent local traffic in each zone.

Staff continued to develop transportation networks for the analysis years of 2017, 2022, 2032 and 2038 for the ongoing SIP work.

Staff recommended retaining consultant assistance for migrating COGTools from the ArcGIS 10.x platform to ArcGIS Pro. Staff developed a memorandum, dated May 19, that provides a statement of work. In June, staff responded to comments and questions from COG contract and purchasing staff regarding the memo. The contract staff are currently in the process of developing a Request for Proposals (RFP) based on the memo.

Staff also started working to integrate into COGTools an existing ArcGIS process that creates the shapefile for a highway network for true shape display in Cube.

As part of a network coding exercise, staff coded a hypothetical Metrorail extension project in the network database. Staff demonstrated how the project was coded step by step and shared a slide deck and notes after the demonstration. Staff modified the notes in response to feedback provided by senior staff.

FY 2025 Highlights/End-of-Year Recap

- Staff completed network development for the air quality conformity analysis of Visualize 2050, the region's long-range transportation plan. Transportation networks were finalized for the analysis years 2025, 2026, 2030, 2040, 2045, and 2050. These networks are being used as one of the inputs to the air quality conformity process to evaluate whether the region is meeting the air quality standards.
- Staff completed network coding and quality assurance for the 2017 (base year), 2022 (attainment year), 2032 (interim year), and 2038 (out year) network files to support the development of on-road mobile emission inventories for the 2015 ozone National Ambient Air Quality Standards (NAAQS) Maintenance Plan (MP). These networks will be used in FY 2025 to set the new motor vehicle emissions budgets (MVEBs) (or "allowable levels") for nitrogen oxides (NOx) and volatile organic compounds (VOCs).
- Staff completed the development and review of the 2023 network for use in emissions reduction analyses. In support of this work, a memorandum documenting the methodology and development of transit fare data was also prepared. The network was used as one of the modeling inputs to track progress on meeting regional emissions reduction targets.
- Staff conducted ongoing reviews and updates to the network database, incorporating feedback from local agencies, state departments of transportation (DOTs), and consultants using the networks for sub-regional and corridor studies.
- In support of model development activities, staff developed year-2030 and year-2050 network files in Cube Public Transport (PT) format for the Gen3 Model usability testing. The Gen3 Model is an activity-based model that is currently being tested by TPB staff for possible future production use.

- Throughout FY 25, network staff continued to improve the Unified Geodatabase (UGDB) and the associated COGTools software that are used to develop transportation networks in both Cube TRNBUILD and Cube Public Transport (PT) formats. Notable examples of developments in COGTools included an updated TIP updated (“TIPUP”) function, a new Station Management module in COGTools, updates to the QA/QC function, and a new GTFS data processing function.
- In FY 25, staff continued the effort of developing Python utilities to support network development processes. Notable examples of developments in FY 25 included an enhanced Python script that performs checks on network input files for QA/QC from a modeler’s perspective, a Python script that fully automated and streamlined GTFS data processing for the entire modeled region, and a Python script that replicates the TIPUP function in COGTools.
- In FY 25, staff developed a draft 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. Staff will develop a separate network report for the Gen2 Travel Model and the Visualize 2050 AQC Analysis.
- In FY 25, staff evaluated the need and workload for migrating COGTools from the ArcGIS 10.x platform to ArcGIS Pro and recommended retaining consultant assistance on this task; Staff developed a statement of work to facilitate the development of a Request for Proposals (RFP).
- In FY 25, staff continued to manage the COGTools source code using version control software such as Git and GitHub.
- Staff conducted two network training sessions which were specifically designed for new staff but were also open to all interested team members. The training sessions were recorded, and the training materials were shared within the team.

5.2 Model Development and Support

The TPB Travel Forecasting Subcommittee (TFS) generally meets in odd-numbered months, thus there was no meeting in June. Nonetheless, staff prepared the meeting highlights of the May 16 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.

Staff developed a Python-based program that summarizes transit boardings for any specified geography for either the Gen2 Model or the Gen3 Model. Staff tested the program by using it to summarize the simulated 2025 transit boardings for the TPB Planning Area and its subareas. Staff also conducted QA/QC checks on the program outputs.

To be consistent with the Gen3 Model, staff proposed to include in the Gen2 Model a 5-minute time penalty on bridge links crossing the Anacostia River. Staff conducted a sensitivity test with the proposed time penalty in the Gen2/Version 2.4.6 Travel Model for year 2017. Staff prepared model summaries and shared the main findings/observations within the team on June 27. These summaries are currently under review.

Staff found that the current toll setting process in the Gen2 Model considers river-crossing time penalties while the highway assignment step does not. Staff will update the toll setting process to make it consistent.

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 OpenPaths 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.
 - RSG and BMG staff started updating the model documentation based on the latest model results; COG staff provided BMG with requested data from the latest model validation.
 - Following up on an inquiry from RSG at the May 25 check-in meeting, staff investigated observed vs. simulated traffic volumes on express toll lanes and parallel General Purpose Lane (GPL) facilities.
 - Staff completed sensitivity tests that examined the model effects of the unintended randomness of PopulationSim outputs and shared the findings on GitHub. RSG recently instituted a fix to this randomness issue as part of the ActivitySim Phase 10a development. Staff plan to update the MWCOC Population Synthesizer once the new PopulationSim software with this bugfix becomes available.
 - Staff tested the new ActivitySim software (v.1.3.4) in the Gen3 Model. Staff created a new environment for ActivitySim v.1.3.4, updated model configurations, especially those related to explicit “chunking” (grouping of computing steps), and conducted extensive testing of the new software in the Gen3 Model. Staff created a pull request to incorporate those updates in the Gen3 Model repository on GitHub, which is currently under review.
 - Staff updated the Gen3 Model flowchart to be in sync with Version 1.0.4.
 - Staff updated the Gen3 subpopulation summary program to eliminate reliance on the skims.omx file.
 - As an ongoing effort, staff started to explore the transit select-link analysis (SLA) functionality in PT.
- Staff continued to work on the Gen3 Model usability testing:
 - COG staff re-ran the hypothetical scenario with increased telecommute frequency using both the Gen3/Ver. 1.0.4 Model and Gen2 Model. Staff analyzed the results and documented this study in a draft memorandum.
 - Staff reran the 2025 and 2050 scenarios for usability testing using the Gen3/Ver. 1.0.4 Model. Staff reviewed the model results in comparison to those from the Gen3/Version 1.0.3 Model and updated the summary tables and graphics.
 - Staff ran the emission models based on the updated 2025 and 2050 travel demand outputs using both MOVES4.0.1 and MOVES5. The emission results are much more comparable to those from the Gen2 Model than those from the previous Gen3/Ver. 1.0.3 Model.

- Staff are working to conduct the Visualize 2050 performance analysis based on the Gen3/Ver. 1.0.4 Model results. Staff reran the summary programs and are working to document the results and findings in a draft memorandum.

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 four data requests in June:

- One request was for the Gen2/Ver. 2.4.6 Travel Model from the Maryland-National Capital Park & Planning Commission (M-NCPPC), Montgomery County Planning, for updating highway networks for future planning projects.
- The second request was for the Gen2/Ver. 2.4.6 Travel Model and the loaded-link highway network files for years 2017, 2021, 2023, 2025, 2030, 2040, and 2045 made by a consultant working on MD 355 BRT Traffic and Transportation Analysis for Montgomery County Department of Transportation (MCDOT).
- The third request was for COG/TPB's Select-Link Analysis (SLA) program that is compatible with the Gen2/Ver. 2.4 Travel Model by a consultant working on the Southern Maryland Rapid Transit (SMRT) Corridor Study for the Maryland Transit Administration (MTA).
- The fourth request was from a consultant for the Round 10 land use by TAZ.

In addition, staff responded to an inquiry from Northern Virginia Transportation Authority (NVTA) staff about the transition to OpenPaths Cube for travel forecasting at COG on June 16. COG is working with Bentley, the vendor that developed OPENPATHS Cube, to resolve issues found when testing the software with COG/TPB's Gen2 Travel Model. In June, Staff followed up with Bentley on their test, providing a solution to the VoyagerFileAccess.dll error encountered at the mode choice step.

Working with COG Community Planning and Services staff, staff also responded to an inquiry from the Virginia Department of Transportation (VDOT) staff regarding the consistency of socio-economic data that COG, FAMPO and the Weldon Cooper Center for Public Service at the University of Virginia developed for travel forecasting.

Staff attended an AMPO webinar on GIS data and its use in different contexts on June 5.

In June, staff participated in a training session on cost principles for nonprofits and state and local governments.

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

Staff continued to conduct daily modeling work on AWS cloud servers and work with IT to resolve issues encountered on the AWS servers. In June, staff requested IT to expand the capacity of C drive of all cloud servers to 120 GB.

Staff reinstalled Cube software for a staff member.

FY 2025 Highlights/End-of-Year Recap

Generation 2/Ver. 2.4 Travel Model

- Throughout FY 25, staff continued to distribute the transmittal package for the Gen2/Ver. 2.4.6 Travel Model, the off-the-shelf modeling data, and the March 22 version of the Round 10.0 Cooperative Forecasts land use data files for travel forecasting per data requests. Staff also provided technical assistance to internal and external users of the Gen2 modeling data.
- In FY 25, staff continued to make enhancements to the Gen2 Model and related utilities. Notable examples included the change of package management software from Mambaforge to Miniforge3, the development of 2050 network shapefiles for true shape display, and the introduction of 5-minute time penalty on bridge links crossing the Anacostia River.
- Staff created the Gen2/Ver. 2.4.6 Model with PT and conducted the 2018 validation of this model. Based on the validation results, staff evaluated the feasibility of switching from Cube TRNBUILD to Cube PT for transit modeling in a future production-use Gen2 Model.

Generation 3 Travel Model

Throughout FY 25, staff continued to work on the Phase 3 development of the Gen3 Travel Model, an activity-based travel model (ABM) implemented in ActivitySim software. COG/TPB staff are taking the lead on the Phase 3 development, with on-call support from RSG and Baseline Mobility Group (BMG). Specifically,

- Staff conducted the usability testing of the Gen3 Model, which included the following activities:
 - Developed Gen3 Model inputs for usability testing, including network files in PT format, synthetic population data, land use data, and other model data (e.g., transit fares).
 - Conducted scenarios for analysis years of 2025, 2030, 2045 and 2050 using the Gen3/Ver. 1.0.3 Model and compared the results to those from the Air Quality Conformity analysis of Visualize 2050, which used the Gen2/Ver. 2.4.6 Model.
 - Identified anomalies in the preliminary usability testing results and fixed them either in house or through on-call consultant assistance. The resulting Gen3/Ver. 1.0.4 Model included model updates that addressed most of the identified issues.
 - Re-ran 2025 and 2050 scenarios using the Gen3/Ver. 1.0.4 Model and updated model summaries.
 - Conducted three additional sensitivity tests to evaluate the reasonableness of the model response and demonstrate the unique capabilities of the Gen3 Model, including a hypothetical highway capacity expansion project on I-95, a hypothetical downtown DC cordon pricing study and a hypothetical increase in telecommuting scenario analysis. Three memoranda were developed to document each of the sensitivity tests.

- Conducted the performance analysis of Visualize 2050 using the Gen3/Ver. 1.0.4 Model and compared the results to those from the official performance analysis, which used the Gen2 Model.
 - Conducted the emission modeling for the Gen3 Model and compared the emission results to those from the AQC analysis.
- In FY 25, staff, with the assistance of the on-call consultant support, continued to make updates to the Gen3 Model software, including adding new features, implementing feature enhancements and fixing bugs. Notable examples included fixing the mishandling of negative values in the synthetic population files, enhancing the internal truck/commercial vehicle (CV) trip distribution model to consider tolls, and addressing a critical discrepancy in the transit subsidy model. Staff also investigated the current toll setting process and documented their recommendations for possible enhancements in the future.

ActivitySim

- Representing COG, staff attended ActivitySim Consortium regular check-in meetings and monthly partners-only check-in meetings on a regular basis. During FY 25, staff also participated in various consortium activities such as finding the consortium a new administrative home, developing software improvement tasks as part of the next phase of development (Phase 10a), ranking options for the telecommute model enhancement, and participating in interviews that facilitated the development of the ActivitySim roadmap.
- Staff were also involved in the testing/investigations of the ActivitySim/PopulationSim software, for example, the testing and successful implementation of ActivitySim 1.3.4 in the Gen3 Model, the testing of an improved random seed generation function, and the investigation of the model effects caused by unintended randomness in PopulationSim.

Software support

- Following the migration of files and modeling processes to the cloud (Amazon Web Services [AWS]), TPB staff worked with IT staff to ensure that the travel demand modeling and emissions modeling processes executed in the cloud continued to function well for both the travel demand and emissions modeling processes.

Other Activities

- Throughout FY 25, staff responded to various data requests related to travel demand models. Staff also handled technical inquiries and questions from regional stakeholders and research institutions.
- Throughout FY 25, the MDG staffed and helped operate the Travel Forecasting Subcommittee (TFS), which generally met every other month.
- Staff continued to evaluate Big Data from modeling perspectives and shared their findings at the COG Big Data User's Group meetings and TFS meetings.
- In support of the upcoming Regional Travel Survey, staff volunteered in the testing of smartphone survey apps, reviewed the RFP document, and served on the technical selection committee.
- During FY 25, TFEA staff continued to conduct daily modeling work on the cloud servers. Staff held a regular check-in meeting with IT throughout FY 25 to discuss various issues related to cloud computing.

- Staff completed the recruitment for a transportation engineer position. Senior staff provided orientation/training to the new staff. The new staff successfully completed the six-month introductory period during FY 25.
- Staff attended and presented at the 2024 Association of Metropolitan Planning Organizations (AMPO) Annual Conference in Salt Lake City, Utah, from September 22 to September 24.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$3,287,883	\$198,098	71%	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.

FY 2025 Highlights/End-of-Year Recap

- Staff worked with COG's Plan Development and Coordination (PDC) staff to conduct activities related to the 2025 amendment to the region's Long-Range Transportation Plan (LRTP), Visualize 2050. Staff updated the air quality conformity scope of work and projects input table and shared them with relevant parties.
- Staff conducted travel demand modeling activities for the air quality conformity analysis of the LRTP. Staff prepared modeling inputs, ran the model, and evaluated the results for all analysis years (2025, 2026, 2030, 2040, 2045, and 2050).
- Using EPA's MOVES4 model, staff conducted emissions modeling activities for the air quality conformity analysis of the LRTP. Staff prepared inputs, ran the model, and evaluated the results for all analysis years (2025, 2026, 2030, 2040, 2045, and 2050). The approval of the plan and remaining technical activities related to the plan are scheduled to take place in FY 2026.
- Throughout the fiscal year, staff worked closely with our neighboring regions (e.g., Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)), federal partners, and the Association of Metropolitan Planning Organization (AMPO), among others, and coordinated activities related to various air-quality-related tasks.

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 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 conducted travel demand modeling for the 2038 (out year).

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. TPB staff provided the results and findings to DEP staff. Some of the data generated as a part of this effort are also being used in the Visualize 2050 Long-Range Transportation Plan analysis.

In support of a study conducted by the Virginia Railway Express (VRE), TPB staff provided to the VRE staff regional light-duty vehicle emission rates for the light-duty vehicles for the TPB Planning Area.

Staff attended a webinar sponsored by Salata Institute for Climate and Sustainability (Harvard University) called "Pricing and Repricing: Leveraging pricing signals to achieve policy outcomes."

In support of the vehicle electrification planning activities in the region, staff met with Puget Sound Clean Air Agency to discuss the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy project and share the region's experience.

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 participated in the developmental Gen3 Travel Model usability testing and evaluated the 2025 and 2050 emissions using the Gen3 Model outputs as inputs to the process. Staff evaluated the emissions differences between the developmental Gen3 and the production-use Gen2 models.

FY 2025 Highlights/End-of-Year Recap

- Staff from COG's Department of Environmental Programs (DEP) and COG's Department of Transportation Planning (TPB staff) worked with state air agencies on the 2015 Ozone Maintenance Plan/Redesignation Request (MP/RR) activities. In April 2025, based on the data from air quality monitors located in the region, a final rulemaking by the EPA confirmed that the region has met the 2015 National Ambient Air Quality Standards (NAAQS) for ozone. A Maintenance Plan outlines how the local air district will maintain its attainment of a federal air quality standard for 10 years into the future. A Redesignation Request is a formal request

to the EPA to designate an area as attaining the Ozone NAAQS, placing the region in “Maintenance” status. As a part of this activity, TPB staff worked with DEP staff to develop the project schedule. In addition, in support of the development of emissions inventories and motor vehicle emissions budgets (MVEBs), TPB staff prepared inputs, executed travel demand modeling runs, and reviewed the results for all inventory years (2017 (base year), 2022 (attainment year), 2032 (interim year), and 2038 (out year)). The inventories for NOx and VOC, ozone precursors, the associated MVEBs, and MP/RR are expected to be finalized in FY 2026 and FY 2027.

- Following findings and recommendations of recent climate planning activities undertaken in prior fiscal years (e.g., alternative fuels and vehicle electrification having the most significant potential to reduce greenhouse gas emissions), COG Board of Directors established the Regional Electric Vehicle Deployment Working Group (REVD) to serve as a forum for members to collaborate and coordinate actions related to deploying electric vehicles and electric vehicle infrastructure. During FY 2025, TPB and DEP staff, with consultant assistance, finalized the Regional Electric Infrastructure Implementation (REVI) Strategy study, which was funded in part through the UPWP Technical Assistance Program, and regularly briefed the appropriate committees on the study progress. The final report and the interactive tool designed to aid TPB members with determining locations of charging infrastructure in the TPB region were presented to both the TPB and the COG Board, and to other relevant committees.
- Staff and the project consultant (ICF) finalized a study of implementation considerations for on-road greenhouse gas (GHG) reduction strategies. On June 15, 2022, the TPB adopted on-road transportation sector GHG reduction goals of 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050. Part of the approval was adoption of seven GHG reduction strategies as priorities and identification of seven additional greenhouse gas reduction strategies that merited further study/discussion, which were the subject of this study (along with some other additional strategies). ICF, with TPB staff’s assistance, finalized the study report and briefed the TPB and other relevant committees on the study findings.
- In support of emissions reduction activities, staff conducted travel demand and emissions modeling analyses to evaluate on-road transportation sector emissions in 2023. Staff prepared inputs, executed the modeling processes, and reviewed the findings. The data and findings were provided to DEP staff for further analysis.
- Staff continued to participate in climate change mitigation activities that could help the region reduce GHG emissions and reach the region’s GHG reduction targets for the on-road transportation sector. Guidance documents for two new federal programs, the Carbon Reduction Program (CRP), established by the Bipartisan Infrastructure Law (BIL), and the Carbon Pollution Reduction Grants (CPRG) Program, established by the Inflation Reduction Act, were released during FY 2023. Staff became familiar with different elements of these implementation programs and with how they relate to the TPB activities.
 - Specifically, the CRP provides funds for projects designed to reduce on-road transportation emissions and requires coordination between MPOs and state DOTs. TPB staff coordinated activities related to this program with state DOTs and provided briefings to relevant committees. Namely, each state DOT briefed the TPB on its project selection process. Furthermore, the TPB approved the projects recommended for funding by MDOT.
 - The Climate Pollution Reduction Grants (CPRG) program provides grants to states and local governments to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. The CPRG established a partnership between COG and the District of Columbia Department of Energy and Environment (DOEE). Per program requirement, the region needs to develop the regional Comprehensive Climate Action Plan (CCAP). DEP staff and the consulting team, led by ICF, took the lead, with TPB staff providing feedback when necessary.

- Using proprietary software obtained in FY 2024, staff decoded the 2023 Vehicle Registration Data, also referred to as Vehicle Identification Number (VIN) data, as documented in the transmittal memorandum to the state air agencies. These data are used to create various inputs for the EPA MOVES model used to calculate criteria pollutant emissions for air quality conformity and other emissions reduction analyses.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$3,803,709	\$160,250	52%	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 TPB Technical Subcommittee on June 6.

Staff reviewed proposals in response to the RFP for the 2025/2026 Regional Travel Survey. The RFP was released on May 23 and proposals were accepted through June 25.

Staff responded to questions from potential contractors in response to the Regional Travel Survey RFP.

Staff discussed the key findings from the survey smartphone apps in preparation for the upcoming Regional Travel Survey.

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

Staff compiled feedback and comments from Big Data users to develop the technical memo for the Big Data evaluation.

Staff started drafting the technical memo for the Big Data evaluation.

Staff compiled information on regional transit operators for the coordination of transit on-board surveys.

Staff developed and provided a presentation on the enhanced Travel Monitoring Program to the TPB Technical Committee on June 6.

Staff developed and provided a presentation on the enhanced Travel Monitoring Program to the Regional Public Transportation Subcommittee on June 24.

Staff shared talking points concerning the enhanced Travel Monitoring Program and the future efforts and activities consolidation for the Travel Monitoring Subcommittee to the Vehicle Probe Data Users Group Meeting on June 26.

Staff held internal meetings with subject matter experts to gain additional information concerning metrics that have potential for inclusion in the enhanced Travel Monitoring Program.

Staff created a schedule of events and activities to complete, to ensure the successful building of the enhanced Travel Monitoring Program before the end of FY26.

Staff developed a memo that outlines the need for the Travel Monitoring Subcommittee, name TBD, to serve as an advisory board for the development of the enhanced Travel Monitoring Program.

Staff developed DC raw classification hourly counts for 2019-2023 and provided the data to the consultant for the hourly class volume development for RTDC.

The consultant completed the development and documentation of the traffic data for RTDC and transmitted the final datasets to the GIS team.

Staff received a brief training from the consultant on the traffic data development process for RTDC.

Staff continued recruitment for a transportation data analyst, filling a vacancy created by a retired staff member, to support the travel monitoring program.

Data Requests

Staff responded to an inquiry from DDOT regarding recent data in inbound traffic to DC from VA and MD residents.

Meetings & Conferences

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

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

Staff attended the Transportation Safety Subcommittee to gather additional insights into subcommittee operations and to meet members of this subcommittee, to gauge interest for the Travel Monitoring Subcommittee, name TBD.

Staff attended the June 20th Planning Directors Technical Advisory Committee Meeting to investigate areas of possible overlap between land use and economic development programs in the region with travel monitoring.

FY25 Highlights/End-of-Year Recap:

- **2025/2026 Regional Travel Survey:** A key milestone for travel surveys is the release of the RFP for the 2025/2026 Regional Travel Survey. This will be the first household travel survey in the metropolitan Washington, DC region to be conducted in the post-pandemic era. Incorporating the latest survey methods and data collection technology such as using smartphone apps and utilizing passive data collection, this survey will reflect the state of the practice in travel surveys. The survey will also include the option to oversample and supplement the randomly selected, probability-based sample with a non-probability sample to improve representation of hard-to-reach populations. TPB staff developed a scope of work for the survey, which was incorporated into the RFP to procure a consultant to assist TPB with data collection efforts. The RFP was released on May 22, 2025, and proposals were accepted through June 25, 2025. Survey planning and data collection are expected to begin in FY 2026.
- **Big Data Evaluation:** TPB conducted a detailed and comprehensive evaluation of Big Data products, analyzing four data vendors: Streetlight, Replica, Teralytics, and LOCUS. The purpose of this project was to explore how Big Data can support COG/TPB's transportation planning and regional travel demand modeling and forecasting. The primary objective of the evaluation was to assess each platform's capabilities, advantages, and limitations, as well as how they align with or enhance COG/TPB's existing programmatic applications. To foster collaboration and knowledge sharing, an internal Big Data User Group convened on a bimonthly basis to share findings, address technical challenges, provide progress updates, and participate in vendor-led

trainings. Staff also delivered presentations to the TPB Travel Forecasting Subcommittee. The culmination of this effort was an extensive technical memorandum evaluating each of these four products, highlighting their respective strengths and limitations.

- ***DMV Moves Survey:*** In FY 2024, TPB staff collaborated with WMATA staff and the contractor to develop the DMV Moves Survey, which was conducted in early FY 2025. The purpose of this survey was to support COG and WMATA's joint initiative to create a unified vision for transit service in the region, and to solicit input from residents to understand their needs and preferences for the future of public transportation in the region. The web-based survey employed a convenience sampling approach to gather input from as many participants as possible and supported by a robust outreach campaign. The survey results were presented at the DMV Moves task force meeting in September 2024 and subsequently shared at the DMV Moves Community Partners Advisory Group meeting and Government Partners Advisory Group meeting in October 2024.
- ***Intercity Travel Survey:*** In FY 2024, TPB staff collaborated with the on-call contractor to develop the Intercity Travel Survey, which was conducted in FY 2025. The purpose of this survey was to gain insight into the travel patterns of individuals traveling to and from the National Capital Region from external areas. This in-person intercept survey was conducted both on board intercity travel modes (bus routes and commuter rail) as well as on the ground at transit stations through the TPB Planning Region. Staff contributed to the survey design, sampling approach, and the development of the survey questionnaire.
- ***Coordination of Transit On-Board Surveys (TOBS):*** To incorporate more robust regional transit data into the next generation, activity-based regional travel model (Gen 3 Model), TPB staff launched an initiative to coordinate with regional transit agencies to ensure that transit on-board surveys include information critical for regional travel demand modeling and forecasting. TPB staff developed a draft questionnaire for consideration in transit on-board surveys and engaged in discussions with WMATA staff. TPB will play a key role in coordinating agency efforts to collect and develop a consistent TOBS dataset to support travel demand modeling and other data needs. TPB staff will also provide technical support and potentially additional resources and other regional transit operators in a partnership role. TPB staff will engage in outreach to other transit operators in the region in FY 2026.
- ***FY26 Enhanced Travel Monitoring Program (TMP):*** Staff created a set of 115 metrics, across seven categories, to be potentially incorporated into an interactive, interoperable tool to showcase a comprehensive snapshot of the multimodal region's travel trends. Staff developed a memo that outlines the need for an advisory group to assist the development of this program's enhancement, and shared the goals, vision, and work update concerning the program with the TPB Technical Committee, multiple subcommittees and working groups, and internal staff. There is a sequence of activities to be completed for a successful product and a schedule to ensure that this will be hosted online before the end of FY 2026. Staff identified exemplary travel monitoring programs for other MPOs in the United States to help inform metric development, data visualization, and product features.
- Staff collected, compiled, summarized, and prepared regional travel trends and travel monitoring data as data became available, including:
 - Compiling and processing the 2023 pavement and 2024 bridge data and updating earlier years' bridge and pavement data available for Performance Based Planning & Programming (PBPP) purposes and for inclusion in the RTDC. In addition, staff used the bridge and pavement data to produce and refine tables and charts for Performance Based Planning & Programming (PBPP) purposes.

- Analyzing, updating and improving the regional HPMS geodatabase feature classes (including all jurisdictions in the TPB Modeled Region) for the 2023 to include consistent items, naming conventions, and features. In addition, staff researched data anomalies in the District of Columbia and Virginia HPMS files hosted by FHWA and developed a work-around to eliminate the issues. These feature classes were prepared for use in the RTDC and for PBPP purposes.
- Processing all new short-term active transportation data collected for VDOT up to 2022 for inclusion in the RTDC.
- Updating the AADT by counting station table with the 2023 volumes from the District, Virginia, Maryland, and West Virginia and providing it for inclusion in the RTDC.
- Updating the external stations table with AADT and AADWT through 2023. Creating an updated external station feature class with new source station information for some stations as an input to external data processing for Visualize 2050.
- Updating the Vehicle Miles Traveled (VMT) files to include 2023 data, this included verifying questionable data with state partners. Responding to several requests for additional VMT data and guidance on how it should be used from state and local stakeholders, TPB staff, and consultants.
- Staff participated in meetings with fellow TPB staff to discuss the use of big data for travel monitoring. Staff evaluated big data products and presented the findings to Travel Forecasting Subcommittee meetings.
- Staff continued to work together to update and refine the standard datasets available in the RTDC. Staff continued to update traffic-related data for inclusion in the RTDC while creating step-by-step instructions of the processes. Staff worked to document and to train others on various projects for the purpose of succession planning.
- Staff continued to respond to transportation data inquiries and questions from COG/TPB staff, federal, state and local partners, universities, and consultants.
- Staff participated in Regional Trail Count Program quarterly meetings and a *Love to Ride* data capabilities review meeting.
- Staff attended several FHWA, AASHTO, state, local, and vendor sponsored meetings, conferences, and webinars as well as COG/TPB committee, subcommittee, and user's group meetings and workshops.
- Staff executed the fourth amendment to the travel monitoring contract 21-079.

As also documented under Task 3.2, responsibility for administering TPB's CMP Program was transferred from the Systems Performance Planning Program to the Planning Data and Research Program to better integrate travel monitoring research activities and products, which include analysis of observed speeds and bottlenecks covered by the CMP Program and analysis of observed traffic volumes, turning movements, and other travel trends. Combining these program areas will result in a more integrated, robust suite of travel trends analyses and products developed by TPB staff. During FY 2026, progress toward the Congestion Management Process will be reported under Task 7 of the UPWP.

7.2 Data Management and Visualization Services

Staff continued work to refine the process for developing a crosswalk table for the COG/TPB Transportation Analysis Zones (TAZ) to the High-Capacity Transit (HCT) dataset. Staff created a set of rules to use for manual edits and TAZ assignments and continued to work on the manual edits and compiling the list of TAZ assignments.

Staff created two layers in ArcGIS Online representing network buffers (half-mile walksheds and 3-mile bikesheds) for HCT stations. The half-mile layer is utilized in the updated TAZ assignment process described above.

Staff finalized data tables for pavement (2023) and bridge (2024) condition. Staff completed updating the tabular and spatial data that is used in the Highway Asset Performance Measures dashboard.

Staff prepared summary statistics of the Round 10 Cooperative Forecast for the COG 10.0 Regional Activity Centers (RAC). Staff summarized the forecast data by RAC, jurisdiction, TPB Member, and TPB region.

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 continued to work with Commuter Connections to review materials related to the consultant project undertaken to develop dashboard products using data from Commuter Connections' State of the Commute report. Staff provided feedback on the work plan received from the consultant regarding the development of the products and continue to coordinate with the Commuter Connections team.

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 several meetings with SMEs from TPB/COG. This work is ongoing.

Staff continued to compile and summarize a series of accessibility resources to inform future decisions on implementing and enhancing accessibility for data visualization and mapping products. Staff began to formulate a plan to address and implement accessibility elements into TPB/COG's geospatial and data visualization products. This work is ongoing.

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 began prepping GIS Committee/GDX Working Group July meeting materials.

Data Requests

Staff responded to a request from a consultant regarding the availability of 2023 annualized traffic volume data for TPB's external stations.

Staff responded to a request from the University of North Carolina Highway Safety Research Center regarding the availability of the 2023 National Capital Tail Network (NCTN) geospatial dataset.

Staff responded to a request from TPB's consultant working on the Regional Roadway Safety Study to obtain Census 2023 ACS 5-year estimates data that has information on the mode share as it relates to commuting/journey to work for the TPB planning area.

Staff responded to a request from the Travel Forecasting and Emissions Analysis (TFEA) team regarding use statistics related to the REVII web application.

Meetings & Conferences

Staff attended the Maryland State GIS Committee (MSGIC) Executive Committee meeting held on June 11.

Staff attended and participated in the MSGIC Training Series - Survey123 Beginner Parts 1 and 2 held on June 11 and 25.

Staff attended the COG Cooperative Forecasting and Data Subcommittee meeting held on June 10.

Staff met with consultant staff working on the Regional Roadway Safety Study to discuss the Regional Crash Data database deliverable on June 10.

Staff attended the Planning Directors Technical Advisory Committee Meeting held on June 20.

Staff attended the Regional Public Transportation Subcommittee on June 24.

Staff attended the Vehicle Probe Data User Group (VPDUG) meeting held on June 26.

Staff participated in the recurring meeting related to Visualize 2050 planning activities, including a meeting on June 26.

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 inputs in support of Visualize 2050 as necessary.

FY25 Highlights/End-of-Year Recap:

- Staff supported Plan Development and Coordination team with several aspects of geospatial data collection and development, technical guidance, and content review related to Visualize 2050 (V50). Staff continued to obtain online geospatial content and cataloged the data in TPB/COG's ArcGIS Portal/Online environment. Staff completed the Existing Transportation and Environmental Consultation web mapping applications. Staff obtained and processed data from the Census Bureau's American Community Survey. Staff provided technical guidance for geospatial content creation and provided subject matter expertise (SME) review of V50 materials.
- Staff updated the interactive data dashboard application to show the required Performance Based Planning and Programming (PBPP) data— bridge condition of structures on the National Highway System (NHS) from the National Bridge Inventory (NBI) and pavement condition for NHS facilities in the TPB Planning area. Staff also created new jurisdictional, regional, and state PDF documents containing the required data. Staff created several items of online content to develop the product in addition to the offerings previously added to the RTDC.
- Staff developed several automated workflows and tools to enhance the efficiency of recurring data processes for facilitating automatic updates of standard data layers in TPB's online content library. Examples include using APIs and Python code to directly download several types of data (Electric Vehicle (EV) data from the Alternative Fuels Data Center (AFDC), American Community Survey from the Census Bureau) and create ArcGIS Online content dynamically from the data. Staff also built tools and scripts in ArcGIS Pro using Python and Modelbuilder to process large datasets (bottleneck and flood event locational data from the RITIS Probe Data Analytics (PDA) platform.
- Staff created several geospatial datasets, web maps, applications, and other visualization products related to federal employee population and place of employment for the COG region. Staff developed a comprehensive web app (using ArcGIS Sites) showcasing these

products and worked with staff in the Office of Communications (OC) and the Department of Community Planning and Services (DCPS) to add additional content. This resource, Federal Employment in the Metropolitan Washington Area, was presented to the COG Board at its March meeting and is embedded in the COG webpage [Federal Workforce Resources and Data](#).

- Staff continued to assist TPB's resilience planner by providing geospatial support and subject matter expertise. Staff obtained data from the Federal Emergency Management Agency (FEMA) FFRMS floodplain data. Staff obtained and processed flood event location data RITIS Probe Data Analytics (PDA) platform and created a comprehensive mapping application showcasing several use cases for analyzing the data further. Staff continued to implement changes to the Resilience Map Tool, coordinating with TPB's consultant on the project as required. Staff also collected geospatial data related to critical infrastructure datasets based on the methodology of the Union of Concerned Scientists study on how sea level rise predictions will affect critical infrastructure and compiled these data into several map layers representing the critical infrastructure categories.
- Staff continued to provide subject matter expertise for consultant-developed UPWP work products that have a geospatial or visualization component. Staff collaborated with consultant staff for the TPB Intercity Travel Survey to develop online content and coordinate tasks related to developing the final deliverables. Staff also supported consultant work on the Transportation Inequities project as well as continued to work with consultants updating products (TPB Transportation Resilience Study and the Regional Electric Vehicle Infrastructure Implementation (REVI) strategy). Staff also began to support TPB's Regional Roadway Safety Study and Commuter Connections State of the Commute (SOC) Survey results products.
- Staff increased their knowledge and utilization of data visualization software, and the methods required to process tabular and spatial for use in such software. Staff developed Power BI visualization for data downloaded from the National Household Travel Survey (NHTS) 2022 NextGen OD (passenger) survey and 2022 Truck Survey. Staff processed and cleaned Metrorail ridership data received from the Washington Metropolitan Area Transit Authority (WMATA) ridership portal and created a Power BI visualization application showing historical average weekday Metrorail ridership. Staff also embedded Arc Enterprise portal web maps into visualization products. Staff also produced a Power BI report showing the median earnings of federal workers compared to all workers in the COG region
- Staff continued to update the "TPB Resources and Applications Page (TRAP)." Staff added several datasets and reorganized content areas to reflect the changes to TPB's work program elements.
- Staff created several static map and graphics products for several internal staff clients. Examples include working with staff from the Travel Forecasting and Emissions Analysis (TFEA) team to update current data products related to the air quality conformity (AQC) geography and updating Urban Area and MPO boundary and TPB and COG member boundaries to create updated graphics files.
- Staff continued to work on obtaining, processing, and updating to update the standard datasets available in the RTDC. Staff continued to work together to update and refine the standard datasets available in the Regional Transportation Data Clearinghouse (RTDC). Data

updates include annual enplanement data, average transit weekday ridership, annual traffic counts, and cooperative forecasting data among others.

- Staff continued to respond to inquiries and questions regarding data available in the RTDC from COG/TPB staff, state and local partners, and consultants. Staff also responded to data requests not related to RTDC content and consulted with fellow TPB staff as required.
- Staff continued to support Commuter Connections staff with updating the underlying data that is used to create the 2025 Bike to Work Day web map used on COG's Bike to Work Day (BTWD) website (<https://www.biketoworkdaymetrodc.org>).
- Staff attended the Association of Metropolitan Planning Organizations (AMPO) annual meeting in Cleveland, OH September 26-29. Staff also attended the Towson University GIS Conference (TUGIS) and regularly attended meetings of the Maryland State Geographic Information Committee (MSGIC) throughout the year. Staff also attended several FHWA, AASHTO, AMPO, Census Bureau, and vendor sponsored meetings and webinars as well as COG/TPB committee, subcommittee, and user's group meetings and workshops.
- Staff attended meetings of the Cooperative Forecasting and Data Subcommittee, the Chief Information Officers Committee (CIO) and the CAD2GIS Working Group, Regional Public Transportation Subcommittee (RPTS) and Vehicle Probe Data Users Group (VPDUG), Bicycle and Pedestrian Subcommittee, Travel Forecasting Subcommittee, and other COG/TPB committees throughout the year as required.
- Staff regularly participated in meetings and email exchanges with the Travel Forecasting and Emissions Analysis Program team and their contractor, RSG, to clarify traffic data needs for Gen3 Model development.
- Staff continued to provide staff support to the GIS Committee and NCRGDX Working Group and hosted six joint meetings in FY2024.
- Staff continued to facilitate active participation in GIS Committee/NCR GDX Working Group meetings throughout the year, hosting various presentations from committee members on GIS tools, studies, initiatives, products, and resources that were being developed or are readily available. Presentations included two on flooding (Fairfax County flood simulation tool, NVRC NoVA Flood Map tool). Other presentations included a Montgomery County Location Based Route Testing presentation that looked at accuracy of cell phone calls into a PSAP, Arlington County's integration of Z-Axis call information in emergency communication centers as well as Arlington's Adopt-A-Street ArcGIS Hub Premium Community Initiative. The committee also learned about the availability of remote sensing government resources from the United States Geological Survey (USGS) National Geospatial Program. Additionally, the committee also received regular updates on standing items such NCR/GDX and NextGen 9-1-1.

Staff continued to provide departmental and organizational support for TPB/COG's geospatial software environment by continuing to administer ArcGIS Enterprise and ArcGIS Online. Staff created and organized content, created user accounts and instituted best practices for managing online data products. Staff also continued to monitor and administer TPB/COG's geospatial hardware and software. Staff also coordinated with IT staff to install ArcGIS software on staff workstations.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION	\$1,144,171	\$77,616	57%	71

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

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

Staff continued the work on the Economic Trends Dashboard.

Staff continued to work on the Suggested Baseline Employment Memo for Year 2023 and provided a presentation about the memo to the Cooperative Forecasting and Data Subcommittee.

Staff completed the 2023 Commercial Construction Indicators Report that provides information on the number, location, structure type, and size of new commercial development in the COG Region.

Staff attended the Baltimore Metropolitan Council (BMC) Cooperative Forecasting Group meeting (virtual)

Staff arranged logistics for and hosted the June 10th meeting of the Cooperative Forecasting and Data Subcommittee.

Staff arranged logistics for and hosted the June 20th meeting of COG's Planning Directors Technical Advisory Committee.

Staff drafted an internal memorandum identifying enhanced procedures for conducting quality control (QC) on future Cooperative Forecasting small-area data files. When finalized, this memorandum will serve as documentation of this process and guide the QC review of future forecast datasets prior to their submittal for use in the regional travel demand forecasting model.

Staff prepared and delivered a presentation on the status of the Round 10.1 Cooperative Forecast update at the June 20th meeting of the Planning Director's Technical Advisory Committee.

FY25 Highlights/End-of-Year Recap:

Staff released twelve REMS reports during FY 2025 (July – June) containing data points that tracks the region's job growth, unemployment, inflation, and housing production.

Staff started the work (October 2024) on the Economic Trends Dashboard during FY 2025.

Staff completed (July 2024) the Suggested Baseline Employment Memo for Year 2022 and provided a presentation about the memo to the Cooperative Forecasting and Data Subcommittee.

Staff started the initial work (September 2024) of the Round 10.1 Cooperative Forecast – the first update to the Round 10.0 Cooperative Forecast approved by the COG Board in June 2023.

Staff completed the development of the Round 10.0 Activity Centers Map update during FY 2025. Staff made a presentation, and the updated map was approved by the COG Board in May 2025. Staff made informational presentations to the TPB Technical Committee in May 2025 and to the Transportation Planning Board in June 2025.

Staff completed (June 2025) the 2023 Commercial Construction Indicators Report that provides information on the number, location, structure type, and size of new commercial development in the COG Region.

Staff attended (virtual) the Baltimore Metropolitan Council (BMC) Cooperative Forecasting Group meetings during FY 2025 (December, February, April, and June).

Staff provided a presentation to the BMC Forecasting Group that highlighted the Round 10.0 Cooperative Forecast and the COG Cooperative Forecasting Program (February meeting)

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS	\$1,190,323	\$298,654	74%	75

9. COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Standard operations continued for 49 open Enhanced Mobility projects. Twenty-three requests for reimbursements totaling \$221,303.08 were processed and paid. The Enhanced Mobility program's 7th round solicitation kicked off with presentations given at multiple COG committee meetings throughout the month. One contract amendment was processed for a no-cost extension to a Round 4 project. Registrations began for the pre-application conferences scheduled for July.

9.2 Regional Roadway Safety Program

Progress on the six FY 2025 projects advanced as follows:

- **Jefferson Street Engineering, City of Frederick:** The consultant completed VISSIM analyses of roundabout scenarios.
- **Randolph Road Safety Improvement Project, Montgomery County:** A final report and design plans were delivered by the consultant. Work on this project is complete.
- **Study of Proactive Approaches to Transportation Safety: Exploring near-miss data and innovation technologies, Prince George's County:** The consultant delivered a final report. Work on this project is complete.
- **Seminary Road Safety Improvements, City of Alexandria:** Conceptual design plans and a draft final report were delivered by the consultant. Work on this project is complete.
- **S. George Mason Drive and S. Four Mile Run Drive Intersection Alternatives Analysis, Arlington County:** The consultant delivered a draft final report. Work on this project is complete.
- **Wilson Boulevard Safety Improvements, City of Falls Church:** The consultant delivered a final report. Work on this project is complete.

FY25 Highlights/End-of-Year Recap:

- All six (6) FY 2025-funded RRSP projects completed as scheduled. Activities included consultant selection, project oversight, and project administration.

- Four (4) FY 2026-funded RRSP project proposals were approved by the TPB, for completion in FY 2026. Activities included solicitation of applications, evaluation of applications, and selection and approval of projects for funding.
- Staff updated a database for the website to readily share information about the RRSP projects that have been funded and completed to date. Staff shared information about the RRSP Program in a variety of other ways, including articles, website updates, and a webinar.
- Staff finalized a selected list of 14 master consultants for RRSP, TLC, and TWR for a three-year term beginning in FY 2026. To do so, staff issued an RFQ to renew the list of master consultants. Staff received 26 submissions and assembled a Technical Selection Committee (TSC), comprising six members, who reviewed and scored submissions. Based on those scores, 14 master consultants were selected and staff completed the contracting and procurement process.

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. In June, staff conducted site visits to review project locations for feasibility and need. A selection panel met in June to develop recommendations for funding. The panel's final recommendations called for funding the two projects. The Steering Committee is scheduled to approve a resolution to fund projects in July.

FY25 Highlights/End-of-Year Recap:

Under federal law, the TPB is responsible for selecting projects for the funding sub-allocated to the TPB from the federal Transportation Alternatives Set-Aside Program. These selection processes are conducted separately for each of the TPB's three state-level jurisdictions. In FY 2025, the TPB selected projects for the District of Columbia (two-year cycle) and Maryland. Virginia (like the District of Columbia) conducts its selection activities on a two-year cycle and the next round of projects in Virginia will be selected in the fall of 2025.

Activities in FY 2025, listed below, included coordination with the state DOTs, and evaluation, selection, and approval of projects for funding.

- MD TAP, May-July 2024 – 6 projects (design and construction), \$3,846,526
- DC TAP, November-January 2025 – 4 projects (design and construction), \$2,951,200
- MD TAP, May-July 2025 – 2 projects (staff and design), \$333,005

9.4 Transportation Land Use Connections Program

June 2025

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

- Alexandria, Edsall Road Corridor Improvements – Work on the project was completed and the final report was produced.
- College Park, River Road Protected Bike Lanes Project - 30% Design Phase – Work on the project was completed and the final deliverable was produced.
- DC, Capital Bikeshare Fare Study – Work on the project was completed and the final report was produced.
- DC, Public Space Strategies to Advance Racial Equity – Work on the project was completed and the final report was produced.

- Fairfax County, Wiehle Avenue Safety 30% Design – Work on the project was completed and the final report and final design was produced.
- Frederick County, Southern East Street Redesign 30% Design – Work on the project was completed and the final report was produced.
- Montgomery County, Montgomery County VMT Tool – Work on the project was completed. The tool and user guide were finalized, and the final memorandum was produced.
- Rockville, Congressional Lane Complete Street Feasibility Study – Work on the project was completed and the final report and deliverables were produced.
- Takoma Park, New Ave Bikeway Purple Line Connection Study – Work on the project was completed and the final report was produced.

Staff began the scoping and procurement process for the 5 new projects for FY 2025 approved by the TPB in June. COG staff discussed each project's details with member jurisdictions' staff at a kickoff meeting and subsequently began drafting project scopes. Following finalization of project scopes, staff will send a questionnaire to the list of pre-qualified consultants to gauge their interest in submitting proposals.

In June, 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.

FY25 Highlights/End-of-Year Recap:

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

- Nine TLC projects for FY 2025 were conducted and completed. Activities included consultant selection, project oversight, and project administration.
- Five TLC projects for FY 2026 were selected. Activities included solicitation of applications, evaluation of applications, and selection and approval of projects for funding.
- Staff updated a database for the website to readily share information about the TLC projects that have been funded and completed to date. Staff shared information about the TLC Program, in a variety of other ways, including articles and website updates.
- Staff conducted a webinar featured presentations on nine of the FY 2025 TLC projects, as well as projects from the Regional Roadway Safety Program (RRSP) and Transit Within Reach (TWR) program. The webinar used a pecha kucha format, which was designed to be engaging, fast-paced and high-level. The webinar was posted on the TPB's website and was made available for AICP credits from the American Planning Association.
- Staff finalized a selected list of 14 master consultants for TLC, RRSP, and TWR for a three-year term beginning in FY 2026. To do so, staff issued an RFQ to renew the list of master consultants. Staff received 26 submissions and assembled a Technical Selection Committee (TSC), comprising six members, who reviewed and scored submissions. Based on those scores, 14 master consultants were selected and staff completed the contracting and procurement process.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	\$1,628,295	\$117,251	75%	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) - 11 meetings
- TPB Technical Committee – 11 meetings
- TPB Steering Committee – 11 meetings
- MWCOG Board meetings – 11 meetings
- Transportation Planning Board (TPB) - 11 meetings
- MATOC Steering Committee – 10 meetings
- TPB Community Advisory Committee (CAC) - 11 meetings
- Access for All (AFA) - 5 meetings
- Regional Public Transportation Subcommittee (RPTS) - 8 meetings
- Bicycle & Pedestrian Subcommittee – 6 meetings
- COG Planning Directors – 3 meetings
- TPB Freight Subcommittees – 5 meetings
- CAOs Monthly – 11 meetings
- Aptos System Performance Operation & Technology Subcommittee (SPOTS)

FY25 Highlights/End-of-Year Recap:

JUL 2024 FY2025

- Monthly Internal & External DMV Moves Meetings - w/M. Phillips, R. Clark, A. Davis
- COG 2024 Retreat & ENO's Transit System
- CAO Update
- COG 2024 Retreat Session Discussion & CMAP Briefing
- JBAB's CUP – Project Management
- CRP Presentation VDOT/TPB Coordination – R. Moore
- HUD Award Discussion – I.Tsekov

TPB Work Program Progress Report

June 2025 FY 2025

- COG Leadership Retreat – Cambridge, MD.
- Regional Intregation Topics – R. Clarke
- Washington Post Transportation Interview – COG
- TPB Curbside Management Forum - COG

AUG 2024 FY 2025

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

SEPT 2024 FY 2025

- Monthly Internal & External DMV Moves Meetings
 - AMPO ActivitySim Consortium
 - HUD PRO Housing Debrief
 - MWCOG Office Remodeling Project
 - Weekly COG / Deloitte HR Assessment Leadership Check- in & Interview
 - Safety Summit Planning Discussion
 - ActivitySim Monthly Partners Check-in
 - COG Joint Housing & Planning Directors Technical Advisory Committee Meeting
 - I-495 SE Meeting
 - CRP Presentation VDOT/TPB Coordination

OCT 2024 FY 2025

- Pre-meeting regarding Build America Bureau Meeting
- Commuter Connections 50th Anniversary
- Build America Bureau / WMATA & COG meeting
- COG Board – Walk Through
- Monthly DMV Moves COG/METRO Weekly Check-ins
- Review RAC Updates with cog DCPS Staff
- APA – NCAC Event / Washington Hilton
- Prince George's County Call @ Viz 2050
- MDOT/TPB Discussion on GHG and VMT in Planning
- Region Forward Coalition Meeting
- TPB Regional Roadway Safety Summit

NOV 2024 FY 2025

- Monthly DMV Moves Meetings
- COG Health Officials Committee Meeting
- CAO Committee Meeting
- Monthly DMV Moves COG/METRO Weekly Check-ins
- COG Regional Activity Center Update Briefing
- Board of Trade Transportation Forum
- Build America Bureau

DEC 2024 FY 2025

- DC Moves Monthly Meetings
- VDOT Joint Meeting
- MWCOG Building Reconstruction Calls
- Build America Bureau Funding Discussion w/ MTA, WMATA, VRE
- TPB Nominating Committee Call
- COG Annual Awards Ceremony Event
- FHWA D.C. Administrator Meeting

JAN 2025 FY 2025

- DMV Moves Monthly Meetings
- MWCOG Bldg. Renovation Call
- Ticket Reciprocity Virtual Meeting - D.C. Office of Safety
- Build America Bureau Funding Discussion w/ MTA, WMATA, VRE
- TPB Nominating Committee Call
- FHWA D.C. Administrator Meeting

FEB 2025 FY 2025

- 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

MAR 2025 FY 2025

- DMV Moves Monthly Meetings
- Federal Employment Data Visualization
- COG - CAO Committee Meeting
- MWCOG Presentation for The Post
- MWCOG - ICA Review by FTA
- COG Board of Directors Meeting
- NARC - Major Metros Meeting

APR 2025 FY 2025

- DMV Moves Monthly Meetings
- Meet & Greet – Corner Bakery – 14th St. Location
- CAO Committee Meeting
- Regional Audit Discussion w/ MWCOG
- DCST Coalition Monthly Meeting
- MWAQC Executive Committee
- COG Board of Directors Meeting
- Regional State Delegations Event

TPB Work Program Progress Report

June 2025 FY 2025

- WMATA & COG – Action Plans
- Chat w/M. Acosta - NCPC (MIRR & DC-OP)
- Volunteer Opportunities at Central Union Mission (DC)

MAY 2025 FY 2025

- DMV Moves Monthly Meetings
- Interview w / Michael Sherman
- NARC Fly in Prep
- CAO Committee – Homelessness PIT Count
- Board of Directors Meeting
- Community Engagement Brainstorm
- COG Board of Directors Meeting
- TPB Board Meeting

JUNE 2025 FY 2025

- DMV Moves Monthly Meetings
- Bethesda Magazine Interview
- COG Board of Directors Meeting
- COG Health Officers Committee & DMV Health Funder Group joint meeting
- COG & VDOT - Title VI Meeting
- TPB Board Meeting

The Staff Director gave overall program management oversight into all the Department's activities.

Work activities the Director was involved in during **JUNE 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 **JUNE 2025 FY 2025** include Telephone / Web Ex / Microsoft Teams Communications:

- DMV Moves Monthly Meetings
- Bethesda Magazine Interview
- CA Committee Meeting
- COG Board of Directors Meeting
- COG & VDOT – Title VI Meeting
- TPB Board Meeting
- Volunteer Opportunities at Central Union Mission (DC)

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	\$402,641	61%	79
District of Columbia	\$296,890	\$30,383	17%	79
Maryland	\$537,832	\$231,940	97%	81
Virginia	\$446,894	\$140,317	75%	83
Regional Transit	\$405,331	\$0	31%	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, 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.

FY25 Highlights/End-of-Year Recap:

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

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.

FY25 Highlights/End-of-Year Recap:

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

Staff responded to questions from MDOT staff concerning VMT data.

11.C Virginia

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Travel Monitoring and Survey

The traffic counting consultant summarized and delivered the data from the active transportation counts that they performed in May 2025.

Staff drafted the report on the fall 2024 active transportation counts performed at various locations in northern Virginia and delivered it to VDOT staff for review and comment.

Staff began preparation for the FY26 I-66/I-395 Mode Share Study, including: reviewing the count list and creating the list and maps, contacting all the transit operators to confirm data availability for the counting time period, and sharing the finalized counting list, maps and draft task order with VDOT and NVTC to review.

Staff performed the QA/QC of Eco-counter data for May and shared the findings with VDOT staff.

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

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, 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.

FY25 Highlights/End-of-Year Recap:

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

Staff developed project scopes and budgets and reviewed cost proposals for the fall 2024 and spring 2025 Active Transportation Counts.

Staff managed and completed the following tasks/projects:

- After the traffic counting consultant conducted active transportation counts at thirteen locations in Fairfax County in the fall of 2024, staff reviewed the counts, analyzed the data, drafted the report, and delivered it to VDOT staff for review and comment.
- Staff updated the Active Transportation geodatabase feature class (since 2019) to include both the spring and fall 2024 studies, and delivered it to VDOT staff.
- The traffic counting consultant conducted active transportation counts in Fairfax County in the spring of 2025. The data will be reviewed and analyzed, and the report will be completed in FY 2026.
- Staff continued to support I-66 Active Transportation data quality assurance project. This included: monthly QA/QC the data quality of all the 8 Eco Counters and reporting findings to VDOT staff; manually retrieving the historical data from all the counters; obtaining batteries and visiting the sites with VDOT staff to perform inspections and replacement of batteries and sensors, preparing the Sole Source & Contract Rider Request form and initiating payment for the Eco-counter transmission subscription renewal.
- Staff finished the preparation work for the FY26 I-66/I-395 Mode Share Study, including: reviewing the count list and creating the list and maps, contacting all the transit operators to confirm data availability for the counting time period, and sharing the finalized counting list, maps and draft task order with VDOT and NVTC to review.

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 began in June. Staff began ongoing communications via the TPB website and announcements at committee meetings. The deadline for optional abstract submission was June 30, with staff anticipating review of abstracts in July. Staff also continued other preparations for the FY 2026-2027 cycle of Transit Within Reach.

3. Other Tasks to be Defined

FY25 Highlights/End-of-Year Recap:

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

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

The three FY 2024-2025 projects were as follows:

- Gaithersburg to Washington Grove Share-Use Path 30% Design
- DC, 9th Street NW Sidewalk 30% Design
- Fairfax County, Prosperity Avenue Road Diet and Protected Bike Lanes 30% Design

Because funding for each cycle of TWR is evenly spread over two fiscal years, the projects are required to be half completed by the end of each fiscal year. All three projects were completed at the end of December 2024 and by the end of FY 2025, all projects submitted invoices for 100% of the total project budget.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management

- Staff prepared and received the memorandum of agreement from MWAA to execute the 2025 Washington-Baltimore Regional Air Passenger Survey.
- Staff received the approved scope of services from FAA for AIP Grant 3-11-8840-23-2025 (CASP 40).
- Staff completed the Sponsor Grant Closeout forms for AIP Grant 3-11-8840-019-2021 (CASP 36) and 3-11-8840-020-2022 (CASP 37).
- Staff prepared the Project Setup Request Form for the 2025 Washington-Baltimore Regional Air Passenger Survey.

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

- This project is now complete.

Air Cargo Element Update

- This project is now complete.

2023 Ground Access Forecast and Element Update

- Staff finalized and transmitted the 2023 Regional Air Passenger Survey (APS) Ground Access Forecast Update (GAFU) technical memorandum to the Aviation Technical Subcommittee.
- Staff developed and enhanced Python scripts for the Ground Access Forecast Update (GAFU).
- Staff conducted quality assurance checks on tabulations produced by the updated GAFU scripts.

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 began learning the Regional Integrated Transportation Information System (RITIS) Probe Data Analytics (PDA) platform in preparation for the 2025 GATT study.

FY25 Highlights/End-of-Year Recap:

- ***Washington-Baltimore Regional Air Passenger Survey (APS).*** TPB staff completed several key deliverables in FY 2025 based on data collected from the 2023 Regional Air Passenger Survey (APS), conducted in FY 2024.
 - The first deliverable was the APS General Findings Report, which summarized key insights from the survey. This report was presented to the Aviation Technical Subcommittee and finalized in October 2024.
 - Following this report, TPB staff conducted analysis for the APS Geographic Findings Report, which focused on geographic patterns of airport use, trip purpose, origin activity, mode of access, and household income. This report was presented to the Aviation Technical Subcommittee and completed in May 2025.
 - TPB staff also transmitted the final data files from the 2023 APS to airport partners (MWAA/MAA).
- ***Ground Access Forecast and Element Update (GAFU).*** TPB staff completed the Ground Access Forecast and Element Update and delivered a technical memorandum to the Aviation Technical Subcommittee in June 2025.
 - ***COG AIP Grant Application.*** COG/TPB staff submitted the COG AIP grant application to FAA authorizing COG to conduct Phase 40 in the 2025-2029 ACIP of the CASP Program.
 - ***Air Cargo Element Update.*** TPB staff completed the Air Cargo Element Update study, which culminated in a series of presentations and a final report presented to the Aviation Technical Subcommittee in March 2025.

Historical Enplanement Data. TPB staff updated historical enplanement spreadsheets and included additional columns besides total enplanements.

Progress on Plan Products

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

- The Visualize 2050 National Capital Region Transportation Plan is anticipated to be approved in December 2025, which is later than previously planned (June 2025) since the Air Quality Conformity (AQC) Analysis will now include two options: One without the I-95/495 Southside Express Lanes (SSEL) and one with the facility. The focus in 2025 is the AQC Analysis, the Plan Performance Analysis, and 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 2025 will be completed (June 2025)
- Six RRSP projects for FY 2025 will be completed (June 2025)
- Three Transit Within Reach projects will be completed (December 2024)
- TPB will select FY 2026 projects for funding and/or consultant services for the DC and Maryland Transportation Alternatives Set-Aside Program, Transportation and Land Use Connections projects, and Regional Roadway Safety projects.
- TPB will set Performance Based Planning and Programming targets for the following federal categories: Annual Highway Safety Targets, Annual Transit Safety Targets, and Transit Asset targets.
- TPB conducted a Regional Curbside Management Forum (August 2024)

Specific Projects/products:

#	PROJECT/STUDY/DELIVERABLE	Consultant?	Est Compl 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	Transit Access Focus Areas - update	No	2025/2026
5	Conduct resilience analysis: interior flooding analysis; economic analysis of select adaptation scenarios; and closures due to natural hazard data analysis and mapping	Yes	Varied
6	2024 Congestion Management Process Technical Report	No	Dec 2024
7	TPB Transportation Safety Summit/Forum	Yes	Fall 2024

TPB Work Program Progress Report

June 2025 FY 2025

8	Systems Performance, Operations, and Technology Planning Member Agency Operations Technology Inventory	Yes	Fall 2024
9	Maintain the Regional ITS Architecture	Maybe	June 2025
10	Conduct bicycle/pedestrian planning or design training, outreach, or professional development opportunities for member agency staff	No	June 2025
11	State of Public Transportation Report	Maybe	Summer 2025
12	Transportation Safety Studies	Yes	Summer 2025
13	National Capital Trail Update	Yes	February 2026
14	Bicycle and Pedestrian Plan Update	Yes	Summer 2026
15	Freight Plan Update	Yes	Winter 2027
16	2024 Regional Safety Study (enhanced transportation safety data deep dive),	Yes	March 2025
17	Update the National Capital Trail Network map	No	June 2026
18	Intercity Bus and Rail Travel Study		February 2025
19	Annual State of Public Transportation Report	No	June 2025
20	Regional bike/active transportation count program	Yes	Multi-year
21	AFA reorganization	No	Winter 2025
22	TPB Annual Report	Maybe	December 2025
23	Public Participation Implementation Evaluation (every 4 years)	Yes	December 2026
24	Possible consultant assistance to upgrade COGTools for ArcGIS Pro	Yes	September 2025
25	RFP to renew on-call consultant assistance with travel forecasting	Yes	June 2025
26	Update COG/TPB's strategic plan for travel forecasting methods	No	December 2025
27	Gen3 Travel Model (activity-based model): Phase 3 of 3, Usability Testing	Yes	Dec. 2025
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.

TPB Work Program Progress Report

June 2025 FY 2025

			2026 for EJ analysis
30	2008 Ozone NAAQS: No work forseen for next 3 years		N/A
31	2015 Ozone NAAQS: Develop Maintenance SIP, includes developing inventories of mobile emissions	No	Jun. 2026
32	Vehicle registration/vehicle identification number (VIN) data: De-code 2026 data	Yes	Jun. 2027
33	Climate change planning activities post CCMS & ICORGHG ??		?
34	Develop transportation-sector GHG inventories	No	Dec. 2025
35	Track progress toward meeting the region's 2030 & 2050 on-road, transportation-sector GHG reductions goals ??		?
36	Climate change planning: Carbon Reduction Program (CRP)	Yes	TBD
37	Climate change planning: Climate Pollution Reduction Grants (CPRG)	Yes	December 2025
38	Climate change planning: Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy	Yes for 2024 work; TBD for future	TBD
39	Regional Travel Survey	Yes	Multi-year
40	Travel Monitoring Program Enhancement	Yes	December 2025
41	Visualizations and TRAP Page Development	No	Ongoing
42	Travel monitoring data sets and visualizations	Yes	Varies
43	Regional Activity Centers Map Update	No	February 2025
44	Round 10.1 Cooperative Forecasts	No	June 2025
45	TLC projects (9 individual products)	Yes	June 2025
46	Transit Within Reach (TWR) projects (3 individual products)	Yes	Dec 2024
47	Regional Roadway Safety Program (6 individual products)	Yes	June 2025
48	Enhanced Mobility Grantee Solicitation	No	Summer 2025
49	Performance-Based Planning & Programming: PBPP for CMAQ		?
50	Identify/obtain data to support Gen3 & Gen4 travel models, including RTS and TOBS	TBD	Continuous

TPB Work Program Progress Report

June 2025 FY 2025

51	Regional coordination of future transit on-board surveys (TOBS)	Yes	Multi-year
52	Implementation of new Regional Travel Survey (RTS) format, transitioning from a “once-a-decade” to a more frequent survey activity	Yes	Multi-year
53	State of the Commute Survey	Yes	Winter 2025
54	2025 Washington-Baltimore Regional Air Passenger Survey	Yes	Fall 2025
55	Washington-Baltimore Regional Air Cargo Element Update	No	March 2025
56	Ground Access Forecast Update	No	Spring 2025

FY 2025 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
June 2025

	DC, MD and VA		BILLED	
	FTA, FHWA and LOCAL	FUNDS	THIS	% FUNDS
	BUDGET TOTAL	EXPENDED	MONTH	EXPENDED
1. Long-Range Transportation Planning				
Long - Range Transportation Planning	1,676,609.06	1,474,693	128,939.82	88%
Subtotal	1,676,609.06	1,474,693	128,939.82	88%
2. Transportation Improvement Program				
Transportation Improvement Program	361,722.91	209,297	14,046.56	58%
TIP Database Support	250,000.00	220,136.51	40,024.82	88%
Subtotal	611,722.91	429,433.08	54,071.38	70%
3. Planning Elements				
Bicycle & Pedestrian Planning	576,806.04	285,255.62	28,511.69	49%
Congestion Management Process	418,739.11	264,740.56	23,853.38	63%
Freight Planning	146,521.95	98,771.19	8,851.31	67%
Metropolitan Area Transportation Operation Coord Program Planning	596,836.42	274,023.24	31,682.34	46%
Performance-Based Planning & Programming	343,577.35	185,335.87	26,368.5	54%
Regional Public Transportation Planning	753,911.70	753,911.48	15,617.33	100%
Resilience Planning	304,493.61	209,028.62	9,044.76	69%
Systems Performance, Ops & Tech Planning	176,906.28	88,810.15	13,311.15	50%
Transportation Emergency Preparedness Planning	219,857.22	191,208.39	30,205.24	87%
Transportation Safety Planning	1,357.58	1,357.58	1,357.58	100%
Subtotal	3,539,007.26	2,352,442.7	188,803.28	66%
4. Public Participation				
Public Participation	767,522.59	665,772.26	48,330.61	87%
Subtotal	767,522.59	665,772.26	48,330.61	87%
5. Travel Forecasting				
Network Development	1,239,847.78	811,442.12	69,467.85	65%
Software Support	2,300,391.38	1,330,427.34	107,319.81	58%
Subtotal	3,540,239.16	2,141,869.46	176,787.66	61%
6. Mobile Emissions Planning				
Air Quality Conformity	1,304,875.61	1,058,709.34	79,493.31	81%
Mobile Emissions Analysis	1,983,006.97	1,290,924.3	118,605.68	65%
Subtotal	3,287,882.58	2,349,633.64	198,098.99	71%
7. Travel Monitoring and Data Programs				
Data Visualization & Management	2,932,763.37	1,282,643.5	104,031.28	44%
Research & Analysis	870,946.55	688,133.16	56,219.33	79%
Subtotal	3,803,709.92	1,970,776.66	160,250.61	52%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,144,171.97	654,834.54	77,616.19	57%
Subtotal	1,144,171.97	654,834.54	77,616.19	57%
9. Complete Street Mobility and Enhancement Programs				
Enhanced Mobility Grant Program	839,100.70	591,317.03	134,857.61	70%
Regional Roadway Safety Program	72,146.12	29,642.67	1,749.56	41%
Transportation and Land Use Connections Program	60,502.31	60,002.13	3,965.47	99%
Transportation Alternatives Set-Aside Programs	218,574.01	205,282.89	158,082.28	94%
Subtotal	1,190,323.14	886,244.72	298,654.92	74%
10. TPB Support and Management				
TPB Support and Management	1,628,295.97	1,229,019.82	117,251.13	75%
UPWP	0.00	99.95	0	0%
Subtotal	1,628,295.97	1,229,119.77	117,251.13	75%
Core Program	21,189,484.56	14,154,819.83	1,448,804.59	67%
A. DC Technical Assistant				
DC Technical Assistant	296,890.77	50,140.38	30,383.43	17%
B. MD Technical Assistant				
MD Technical Assistant	537,832.84	519,274.12	231,940.69	97%
C. VA Technical Assistant				
VA Technical Assistant	446,894.41	335,201.13	140,317.25	75%
D. WMATA				
WMATA	405,331.64	125,000	0	31%
Technical Assistance	1,686,949.66	1,029,615.63	402,641.37	61%
TPB Grand Total	22,876,434.22	15,184,435.46	1,851,445.96	66%

FY 2025 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE
June 2025
SUPPLEMENT 1

	TOTAL		FTA/STA/LOCAL		PL FUNDS/LOCAL	
	AUTHORIZED	TOTAL	AUTHORIZED	FTA	AUTHORIZED	FHWA
	BUDGET	EXPENDITURES	BUDGET	EXPENDITURES	BUDGET	EXPENDITURES
A. District of Columbia Technical Assistance						
Program Development, Data Requests, & Misc	15,000.24	2.87	421.22	0.08	14,579.02	2.79
Regional Roadway Safety Program	36,000.00	45,137.51	1,010.92	1,267.51	34,989.08	43,870.00
Transportation/Land Use Connection Program-DC	5,000.00	5,000.00	140.40	140.40	4,859.60	4,859.60
TBD	240,890.53	0.00	6,764.45	0.00	234,126.08	0.00
Subtotal	296,890.77	50,140.38	8,336.99	1,407.99	288,553.78	48,732.39
B. Maryland Technical Assistance						
Feasibility/Special Studies	25,001.16	0.00	702.06	0.00	24,299.10	0.00
Program Development, Data Requests, & Misc	15,000.24	0.00	421.22	0.00	14,579.02	0.00
Regional Roadway Safety Program-MD	175,000.00	219,274.12	4,914.17	6,157.44	170,085.83	213,116.68
Transportation/Land Use Connection Program-MD	300,000.00	300,000.00	8,424.30	8,424.30	291,575.70	291,575.70
TBD	22,831.44	0.00	641.13	0.00	22,190.31	0.00
Subtotal	537,832.84	519,274.12	15,102.88	14,581.74	522,729.96	504,692.38
C. Virginia Technical Assistance						
Program Development, Data Requests, & Misc	15,000.24	0.00	421.22	0.00	14,579.02	0.00
Regional Safety PGM-VA	89,000.00	119,530.09	2,499.21	3,356.52	86,500.79	116,173.57
TBD	11,593.28	0.00	325.55	0.00	11,267.73	0.00
TLC-VA	80,000.00	69,400.00	2,246.48	1,948.82	77,753.52	67,451.18
Travel Demand Modeling	15,000.24	0.00	421.22	0.00	14,579.02	0.00
Travel Monitoring	236,300.65	146,271.04	6,635.56	4,107.44	229,665.09	142,163.60
VA Other Tasks	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal	446,894.41	335,201.13	12,549.24	9,412.78	434,345.17	325,788.35
D. Public Transit Technical Assistance						
Program Development, Data Requests, & Misc	15,000.24	0.00	15,000.24	0.00	0.00	0.00
Regional HCT Graphic/Map	0.00	0.00	0.00	0.00	0.00	0.00
TBD	140,331.40	0.00	140,331.40	0.00	0.00	0.00
Transit Within Reach Solicitation	250,000.00	125,000.00	250,000.00	125,000.00	0.00	0.00
Subtotal	405,331.64	125,000.00	405,331.64	125,000.00	0.00	0.00
Grand Total	1,686,949.66	1,029,615.63	441,320.75	150,402.51	1,245,628.91	879,213.12