

FY 2026



National Capital Region
Transportation Planning Board

June 2026

**Work Program Progress Report
And End of Year Highlights**

FY 2026

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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The TPB approved its FY 2026 Unified Planning Work Program (UPWP) in March 2025, and amended it in March 2026. 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 2026 UPWP for details concerning the approved budget, and work description for each task. The following graphics identifies all the activities in the UPWP.

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Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	\$1,621,628	\$188,654	84%	41

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 – Visualize 2045 Implementation

Staff completed transfer of all Visualize 2045 website content to internal drives.

FY26 Highlights/End-of-Year Recap:

Staff presented to the TPB's Access for All Committee and provided an overview of the region's transportation plan. Staff conducted research on the TPB's aspirational initiative to expand the express highway network. TPB staff completed the documentation within Visualize 2050 demonstrating how Visualize 2045's aspirational initiatives/strategies are being implemented through the projects and programs planned for the next 25 years and collected comments through the public comment period on these projects. Staff shared public comments with the TPB and Technical Committee on the draft Visualize 2050 some of which speak to the implementation of Visualize 2045's initiatives.

The TPB approved the new plan; as such Visualize 2045 was superseded by Visualize 2050 in December 2025. Staff explored how best to archive the Visualize 2045 website. In doing so, staff researched other MPOs and touched base on how to keep an electronic library of past metropolitan transportation plans and websites. Staff met with the Visualize 2045 website maintenance contractor to discuss options and develop a plan to transfer the materials to TPB/COG. Staff completed the transfer of Visualize 2045 website content to internal drives.

1.2 – Visualize 2050 Development, Implementation

Staff continued reviewing policy framework elements and assessed the status of objectives in The Vision (1998) and the targets from Region Forward (2010). Staff continued internal conversations around the relationships between the many policy elements that guide planning and programming.

Staff continued working on the low-income analysis and developed an internal approach for analyzing existing datasets for a short-term deliverable and creating in-house datasets for long-term use. Staff completed an amendment of the TIP for VA which included shifting some MTP records to the TIP. Staff shared the SMART SCALE applications and consistency with the plan at the Steering Committee meeting where they endorsed the applications to move forward in the prioritization process given that any selected projects would need to be routed through the MTP/TIP process.

FY26 Highlights/End-of-Year Recap:

Staff presented the status of plan development, findings of the two air quality conformity analyses, and future system performance differences between the two options for Visualize 2050 at the July Technical Committee and TPB meetings. Staff prepared for the TPB's vote on the I-495 Southside Express Lanes project at their October meeting, updated the proportional vote spreadsheet, and reviewed the protocol for the meeting. Staff facilitated the vote which ultimately left the project out of the plan.

Staff worked with member agencies to finalize their project details for Visualize 2050 and the TIP. Staff utilized the shapefiles generated by the PIT and finalized the interactive maps of planned projects. Staff held monthly 2050 team meetings, weekly meetings for plan coordination and PIT items through plan approval in December. Staff completed and TPB approved the Visualize 2050 plan, the Executive Summary, the Visualize 2050 planning and programming process documentation and coordinated these with finalizing the TIP and Air Quality Conformity Analysis Report.

Staff analyzed agency responses to how their project/program supports federal planning factors and translated that information into how they support TPB goals for inclusion in the plan's Chapter 5.

Staff worked with the design consultant, Clark Communications, on developing two plan versions formatted for public review with and without the I-495 Southside Express Lanes project. Staff worked with this consultant on all aspects of preparing the webpage for the comment period and posting final materials on it following approval. Staff also updated the relevant COG webpages following approval.

Staff kept the Technical Committee, STWG, and various subcommittees involved throughout the process to finalize the plan. Staff worked on preparing the resolutions, memos, and presentations for the as needed Technical Committee, subcommittee, AFA, CAC, and TPB meetings.

Staff provided TPB subcommittee leaders information to share with their members regarding the upcoming comment period. Staff prepared a video and script for the comment period with the assistance of a video consultant, 522 Productions. Staff prepared communication materials for the fall comment period including an ambassador kit, newspaper ads, social media posts, and others.

Staff gathered hundreds of public comments related to the project and shared them with the Board related to the SEL in October. Staff adjusted the Visualize 2050 and Executive Summary documents to reflect this decision and published the draft documents on the visualize2050.org website for the public comment period which started on October 23 and will continue until November 21.

TPB staff prepared an interim report on the public comments received mid-way through the comment period and shared it with the TPB at their November meeting. Staff worked with a consultant, ERG, to summarize the comments following the comment period and prepare the final report to share with the Board in December prior to their action on the plan. Staff prepared all final materials, and the TPB approved the plan, TIP, and air quality conformity report including the self-certification statement at the December 17 meeting.

In early 2027, staff submitted the Air Quality Conformity Analysis Report to the federal highway and transit partners which was ultimately approved in the spring. Staff electronically submitted the plan, TIP, and AQC Report to all agency stakeholders requiring a formal submission of these documents. Staff transmitted letters for people involved in the plan including stakeholders of the board and committees and included print copies of the plan in the mailing.

Staff explored follow-up analysis related to accessibility for continued study in preparation of the next Visualize plan. Staff reviewed the Gen 3 vs. Gen 2 internal memo showcasing differences between the two models which were run concurrently for the Visualize 2050 plan. Staff considered how best to capture the differences in the model outputs and how to prepare for the next Visualize update and its key messages with this new model.

Staff began updating the TPB's Policy Framework brochure and worked with a graphic designer to create a cover for the new brochure. Staff worked to align policy elements from past documents and studied their relationship and status stemming from the TPB's The Vision in 1998.

Staff worked on two conference proposals: one for the National Association of Regional Councils and the other for the Association of Metropolitan Planning Organizations. Both were accepted and staff attended the NARC conference in June and presented on the plan.

Staff explored several possible follow-up analyses related to accessibility for continued study in preparation for future Visualize plans and began work on a low-income analysis.

Staff supported the VA STIP update by identifying which projects were in the plan and moving into the TIP to ensure records are correctly processed as more projects move towards implementation. Staff utilized the component projects feature to provide a new list of projects in grouping records. The implementation of Visualize 2050 occurs most directly in the funding programmed in the TIP. Staff assisted with processing a large amendment to the FY 2026-2029 TIP where VDOT planned to obligate

more than \$4B to projects currently in or new to the TIP. Staff initiated a 30-day comment period, and TPB approved this amendment in June.

At the request of VDOT, staff began reviewing a list of grant applications seeking federal/state funding through the VA SMART SCALE prioritization process. VDOT's request was to confirm if the projects seeking funding were included in or consistent with the region's metropolitan transportation plan – Visualize 2050. Staff reviewed the projects and identified which ones directly applied a regional priority strategy. Information was shared with the TPB Steering Committee in June and where they endorsed the projects for submission to SMART SCALE provided any projects that received funding would be routed through the TPB's process for inclusion in the plan and TIP.

Staff worked on a contract renewal for the Visualize 2050 website for FY 2027.

1.3 – Performance-Based Planning and Programming

Staff worked with others internally to prepare the presentation materials on peak hours of excessive delay and non-SOV mode share final proposed targets shared at this month's Technical Committee and TPB meetings which TPB approved. Staff worked on coordinating with agencies around these and the CMAQ performance measures related to VOC and NOx emissions reductions. Staff shared materials on VOC and NOx emissions reduction draft targets at the June Technical Committee and TPB meetings. Staff continued to gather data for highway maintenance and reliability measures coordinating with state partners, as needed. Staff prepared for the July Technical Committee and TPB meetings where the final emissions reduction targets will be presented for TPB approval.

Staff worked on the CMAQ performance Plan – Past Performance and Baseline Reports in preparation of sending drafts to the state partners later this summer. Staff continued to review the relationship of performance measures with TPB's goals.

FY26 Highlights/End-of-Year Recap:

Staff compiled a list of the TPB's federal performance measures and the adopted targets and included them in both the Visualize 2050 plan and TIP. Performance measures were incorporated directly into the Visualize 2050 plan – Chapter 3 is the current system performance report and Chapter 7 presents the latest targets.

Staff finished documenting its planning and programming process for Visualize 2050, shared it with the State Technical Working Group and the Board, and made it available for public review on the Visualize 2050 website.

Staff drafted the self-certification statement including discussion of the TPB's performance-based planning and programming process. TPB members were able to review the Visualize 2050 process documentation prior to their December meeting where they reviewed and approved the TPB's self-certification statement.

Staff collected safety performance data and annual targets from state DOTs and the region's transit agencies to develop the next annual set of regional targets for adoption. Briefing materials were prepared for November and December meetings. The Board approved new safety targets at its December meeting.

TPB staff met several times internally to review the transfer of management of federal performance measure tracking, target setting, and reporting. New management staff began conducting research into other MPO practices to see how they meet federal requirements and share their performance findings with the public. Staff compiled a contact list for internal and state agency staff working on

each of the federal performance measures. Staff developed a timeline of anticipated internal and state activities to meet performance measure requirements.

Staff shared the draft contact list and draft timeline of performance measure activities with state contacts for feedback and to obtain missing information. Staff researched peer MPO practices around performance measures. Staff met internally in small groups related to each performance measure to discuss the TPB's internal processes for its work around the federal performance measures and prepare for the milestones this year.

Staff created PowerPoint and memo templates for internal staff to utilize when developing their materials for TPB and Technical Committee meetings. Staff continued working internally to clarify internal roles, understand deliverables, conduct data gathering and analysis, and prepare for upcoming meetings. Staff developed a PowerPoint presentation regarding the TPB's policy framework and the role of performance measures and targets for the April Technical Committee meeting.

Staff worked with internal staff to prepare CMAQ measures - peak hours of excessive delay, non-SOV mode share, and emissions reductions in VOC and NOx from CMAQ-funded projects. Staff coordinated with state/regional partners on the targets for these measures and made adjustments where needed. Staff coordinated with state/regional partners and gathered data for highway maintenance bridge and pavement measures to be presented in the fall.

Staff developed a new graphic to demonstrate how the federal performance measures align with TPB goals. Staff continued to review the relationship of performance measures with TPB's goals to continue in the next fiscal year. Staff worked on the CMAQ performance Plan – Past Performance and Baseline Reports in preparation of sending drafts to the state partners later this summer.

1.4 – Federal Compliance

Staff continued presenting on performance measures this month and obtained approval from the TPB on the PHED and Non-SOV mode share targets. Staff also completed the major VDOT amendment to the TIP adding \$4B. Staff continued exploring the connection between the TIP and the three STIPs and working with each DOT as they update/prepare to update their STIP.

FY26 Highlights/End-of-Year Recap:

To ensure compliance with federal executive orders, staff made edits to draft content for Visualize 2050 per guidance received from FHWA following a meeting of TPB and FHWA's new TPB staff liaison in summer 2025.

Staff released the federal required metropolitan transportation plan (Visualize 2050), the FY 2026-2029 Transportation Improvement Program, and the related Air Quality Conformity Analysis Report for a 30-day public comment period from October 23-November 21. Staff documented how federal requirements were met through the Visualize 2050 planning and programming process. Staff presented the TPB with the final draft of the Visualize 2050 plan, the FY 2026-2029 TIP, and the related Air Quality Conformity Report which the TPB approved at their meeting in December 2025. The TPB's approval marked another round completed for the federally required metropolitan planning and programming process and air quality conformity analysis. Staff received approval on the AQC report from federal agencies in early 2026. Staff finalized the self-certification statement for TPB review which was approved at the December TPB meeting.

With the completion of the MTP and TIP, staff focused attention on other topics for federal compliance in the second half of the fiscal year. Staff's work on federal compliance focused on understanding the TPB's practices around federal performance measures and bringing new staff up to speed on their roles to track measures, obtain necessary data, develop targets, and report the information. With many

federal performance measures requiring new targets this year, staff worked closely on developing meeting materials for CMAQ measures – PHED, Non-SOV mode share, and emissions reductions – and coordinated with state and MPO partners on the methodology to develop targets.

Staff also supported the effort to explore the connection between the TIP approval and the STIP approval as implementation of TPB’s new TIP begins along with new amendments/administrative modifications on the new TIP. Staff met with state representatives to understand what happens on their end once the TPB approves the TIP and how best to capture federal approval in TPB’s database. TPB staff worked with DC DOT and VA DOT as they prepared to adopt a new STIP this calendar year and processed a \$4B amendment on a majority of Virginia’s projects with TPB approval in June 2026.

1.5 – Policy Board-Directed Activities

N/A for June 2026

FY26 Highlights/End-of-Year Recap:

Staff maintained a calendar of key activities and met internally to ensure progress on plan development. Staff shared the results of the Board-directed two conformity analyses with/without the I-495 Southside Express Lanes project at the TPB’s July meeting. Staff worked on a second version of the plan in the event the I-495 SEL project is not voted for inclusion.

Staff prepared for and facilitated the TPB’s vote at their October meeting on the I-495 Southside Express Lanes project which the Board had deferred action on the previous year as they continued discussions to determine if the project would be included in the plan. Staff then made related adjustments to the draft plan, TIP, and AQC report and released them for public comment.

Staff completed the public comment period on the draft Visualize 2050 plan, the TIP, and AQC Report. Staff then prepared the final documents for the TPB’s review and action at their December meeting along with supporting memos, presentations, and resolutions.

Staff presented the TPB with the final draft of the Visualize 2050 plan, the FY 2026-2029 TIP, and the related Air Quality Conformity Report which the TPB approved at their meeting in December. Staff provided the TPB with a summary of the final public comment period.

Since the approval of Visualize 2050 in December 2025, the Policy Board did not provide any new directives this fiscal year.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$723,377	\$46,408	89%	45

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1– Transportation Improvement Program (TIP)

At its meeting on June 5, 2026, the TPB Steering Committee adopted the three resolutions described below, approving amendments to the FY 2026-2029 TIP as requested by DDOT, WMATA, and VDOT. The revisions were either exempt from or meet the air quality conformity requirement by way of inclusion in the Air Quality Conformity Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP.

- SR33-2026: DDOT added funds to two existing project records, adding a net total of \$27,264,500 to the four-year TIP as described below:
 - **T13591 – Georgia Avenue NW Multimodal Access Improvements:** Eastern Avenue to Barry Place NW: Moves from inactive to active and adds \$7,325,250 in S. 5339 and state

- Held our monthly TIP meetings with each DOT and DRPT and continued our conversation about the STIP/TIP relationship.
- Staff held a coordination meeting with the Bristol MPO and held a coordination meeting with VDOT and FHWA.
- Staff presented the VDOT amendment to the TPB board in June.
- Staff finished a draft copy of the Project InfoTrak User Guide.

FY26 Highlights/End-of-Year Recap:

- The TPB Steering Committee approved 27 resolutions in FY 2026 amending the FY 2023–2026 TIP and FY 2026-2029 TIP, with contributions from DDOT, MDOT, VDOT, VDRPT, Montgomery County, Prince George’s County, City of Rockville, City of Frederick, and FHWA.
- These amendments added a net total of over \$1.7 billion in federal, state, and local funding to various transportation projects and programs across the region.
 - In June of 2026, the TPB approved a large VDOT amendment of 145 project and program records, adding a net total of approximately \$4.4 billion.
- Staff processed administrative modifications to 130 project and program records, adding approximately \$191.8 million in total.
- Staff finalized the FY 2026-2029 Transportation Improvement Program.

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 held regular bi-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:

- Updated IDs tab to show the MTP ID

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

- Added the ability to have change reason options for New Projects, Completed Projects, and Removed Projects.

FY26 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.
- 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.
 - Added new plan revision for VDRPT.
 - The Bulk Upload/Import Tool was fixed but updates needed to be made to the template before it was fully operational again.
- Under the professional services expansion, EcoInteractive completed:
 - Identified if a funding source is AC/CP in the funding changes on the Project Overview Reports
 - Created a lock project functionality.
 - Provide better organization to Funding Change narrative so all sources and fiscal years are in order on Overview reports
 - Development of the OAP report.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
MULTI-MODAL PLANNING	\$3,325,639	\$308,896	83%	47

3. MULTI-MODAL PLANNING

3.1. Systems Performance, Operations, and Technology Planning

Work continued on the transition of SPOTS program into the subcommittees structure going forward.

Staff gave an update on Traffic Incident Management work in the region at the June 5 TPB Technical committee meeting.

Staff attended the FHWA Talking TIM monthly webinar on June 24.

Staff attended the Eastern Transportation Coalitions RITIS User Group meeting on June 4.

FY 2026 Highlights/End-of-Year Recap:

- The SPOTS subcommittee was wound down as work plan responsibilities moved between teams. Discussions were held for possible replacements of the subcommittee and what topics and structure it would take.
- Work on finding a home for regional Traffic Incident Management planning was undertaken by staff.
- Monitoring of CAV planning by member DOT's continues as technology and law changes affected possible deployments in the region.
- The Regional Intelligent Transportation Systems Architecture was maintained, available on the TPB website; no changes were requested by partner agencies during FY 2026.

3.2 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 2026 Highlights/End-of-Year Recap:

- Eleven (11) meetings of the Regional Emergency Support Function 1 (R-ESF 1) Transportation Emergency Preparedness Committee were organized and conducted during FY 2026, including preparation of agendas, meeting summaries, and tracking of action items. Supporting and informational materials were developed.
- A Traffic Incident Management component was added to the committee's work program this year. TPB and COG staff collaborated to integrate it into the committee's efforts. A TIM Lunch and Learn, with presentations from the state DOTs, was held in April.
- Transportation emergency preparedness planning coordination with public safety committees and programs was maintained.

3.3 Transportation Safety Planning

Staff held a kick-off meeting for the Automated Traffic Enforcement (ATE) Reciprocity Study with the consultant team on June 16 to discuss the work plan and task orders. In addition, staff continued biweekly coordination meetings with the consultant team to advance task order development and conducted outreach to local law enforcement agencies across the region to collect citation data.

Staff attended the monthly DC Highway Safety Office (HSO) meeting on June 11. The meeting included a recap of the Mobility Safety Summit held in May, updates on Vision Zero safety trends in the District,

and a status update from the Impaired Driving Task Force on its strategic plan update and new program initiatives addressing impaired driving. A consultant supporting DC HSO also presented a midyear update on grant progress.

Staff continued gathering regional crash data for 2024 and 2025 as part of an update of the 2025 Regional Safety Study and worked to standardize and combine jurisdictional datasets to support regional crash analysis.

Staff continued support for updating the Safety Chapter of the upcoming Bicycle and Pedestrian Plan Update through analysis of bicycle and pedestrian fatalities and serious injuries.

Staff continued coordination with the Transportation Safety Subcommittee Chair to plan the next recurring meeting.

FY26 Highlights/End-of-Year Recap:

- The Transportation Safety Subcommittee met four times during the fiscal year, with meetings that focused on topics including school safety planning, bike and pedestrian safety, micromobility, and quick-build projects. Staff conducted meeting and planning facilitation.
- Staff conducted a study to inventory and assess implementation of safety strategies identified in TPB Resolution R3-2021 across the region.
- In support of COG's efforts to explore the development of a multijurisdictional agreement to fully enforce traffic laws. Staff secured funding through DC HSO grant to support exploration of a regional automated traffic enforcement (ATE) reciprocity framework. Procurement activities were completed, a consultant team was selected, and work to review enforcement programs and policies, citation data, current reciprocity agreements and successful case studies. The study is expected to be completed in September 2026.
- With help of a consultant, Staff produced a technical "white paper" that examined the effectiveness of ATE. The white paper informed ongoing discussions regarding development of an ATE Reciprocity framework.
- Staff led the effort to establish this year's federally required PBPP regional highway safety targets. The TPB adopted these targets in December 2025.
- Staff managed a consultant project that completed the development of the 2025 Regional Roadway Safety Study, a regional deep-dive analysis of 2019-2023 crash trends and contributing factors.
- Staff coordinated with DDOT and private industry partners on a Safe Streets and Roads for All (SS4A) grant application for a connected vehicle demonstration project focused on improving roadway safety.
- Staff supported the update of the National Capital Region Bicycle and Pedestrian Plan by conducting analysis of bicycle and pedestrian fatalities and serious injuries for inclusion in the plan's Safety Chapter.
- Staff provided advice and guidance to the Regional Roadway Safety Program (Task 9.2), which was successfully accomplished.
- Staff provided advice and guidance to the Street Smart program.

3.4 Bicycle and Pedestrian Planning

- Staff attended the MDOT Micromobility Working Group meetings on June 1 and June 22, the People for Bikes Webinar on Safety and E-Motos on June 3, the MD Pedestrian and Bicyclist Emphasis Area Team on June 4, the DC Safe Communities coalition meeting on June 11, and the AAA Safety & Micromobility Webinar on June 16.
- Staff organized and held a regional Micromobility workshop on June 30th, featuring representatives from MDOT, Baltimore City, DDOT, Arlington, Falls Church, and Children's Hospital.

- Staff organized and publicized the in-person July 13 NACTO workshop at the Rails to Trails Offices.
- Staff briefed the Regional Public Transportation Subcommittee on Bike/Ped Plan update.
- Reviewed graphics and provided comments for Chapter Three of the Bike/Ped Plan.
- Continued biweekly coordination with Toole on the Bike/Ped Plan.
- Prepared a draft presentation on the Bike/Ped Plan and National Capital Trail Network update for the Capital Trails Coalition Summit on June 18, attended the summit.
- Prepared presentation on Bike/Ped Plan Update for July TPB Tech
- Reviewed Northern Prince George's East West Bikeway Feasibility Study (TLC project)
- Reviewed the 2027 MD TAP applications, participated in the selection panel, which selected a project to be funded.
- For the Street Smart program, staff reviewed/provided comments on Spring/Summer wave audio/video ads and evaluation survey, provided law enforcement contacts for direct outreach, and held an MHSO Site Visit on June 17.

FY26 Highlights/End-of-Year Recap:

For the Street Smart program, TPB staff

- Put out an RFP and worked with Contracting and the funding agencies to evaluate the proposals. TPB hired a new consultant, the Hatcher Group, which received the highest score from the selection panel members to manage the campaign.
- Received funding from MHSO, VHSO, and WMATA, but not from DDOT for FY 2026. Submitted grant applications for FY 2027. Grant awards will be announced in late August.
- Attended all required training sessions, reviewed and approved consultant invoices, submitted quarterly reports and claims to the funding agencies.
- Coordinated the handover from the incumbent consultant to Hatcher, met with Hatcher on a biweekly basis during the onboarding period.
- Due to the desire for a significant change in direction in the program on the part of the funding agencies, as well as the time needed to transition between consultants, it was not feasible to carry out a major campaign wave in the Fall of 2025. With the advice and direction of COG staff and the funding agencies, Hatcher carried out a pilot campaign in December-January as of concept for its geo-targeted, programmatic ads, which replaced the WMATA bus ads used in previous years.
- Staff worked with the consult to secure a host jurisdiction to organize the kick-off press event, which was held on May 28th in Alexandria. Our Chief Executive, Clark Mercer, emceed the event, which was planned with significant support from the City of Alexandria, including their police department, as well as Alexandria Families for Safer Streets
- Staff scheduled and attended advisory group meetings and reviewed Hatcher's proposed agendas, briefings, ads, and evaluation tools.
- Staff submitted grant applications for FY 2027. Grant awards will be announced in late August.

For the Bicycle and Pedestrian Program

- Six meetings of Bicycle and Pedestrian Subcommittee were held in FY 2026.
- TPB selected Toole Design to assist with the update of the Bicycle and Pedestrian Plan, including gathering and reconciling project data from the jurisdictions.
- Work on the Bicycle and Pedestrian Plan will continue into FY 2027, with completion of a draft plan and regional project map anticipated at the end of August.
- Staff organized two workshops; a Micromobility workshop that took place on June 30, and a NACTO and AASHTO bike, pedestrian, and ADA workshop, which took place on July 13, 2026.

3.5 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee (RPTS) met virtually on June 23. The subcommittee discussed transit-oriented development, previewed TPB's bike and pedestrian plan, and received a final update on TPB's regional extreme heat resilience analysis and toolkit. The City of Alexandria presented an update of its Duke Street in Motion project plus other transit-oriented and bus priority projects under development. Then TPB staff presented an update of the draft National Capital Region Bicycle and Pedestrian Plan, as well as both the findings and content of the Regional Transportation Resilience Extreme Heat Analysis and Toolkit for transportation planning, with a focus on transit. RPTS will meet next on July 28 in-person at the COG offices.

Staff continued work on the 2025 State of Public Transportation report and prepared a presentation summarizing its contents for the July Technical Committee meeting.

Staff continued supporting the DMVMoves transit initiative, including but not limited to: assisting with meeting planning and strategy for the Service Guidelines and Performance Metrics working group and bus priority planning jurisdictional interviews. Staff hosted the June 3 DMVMoves Coordination Group meeting that provided local transit agency managers with updates on the status of all working groups' implementation actions. Furthermore, Staff prepared for a DMVMoves update for the TPB Community Advisory Committee, but the agenda item was moved to the July meeting. Staff also developed a presentation together with WMATA for the TPB Technical Committee, updating them on the work of the Service Guidelines and Performance Metrics working group.

Staff continued serving as TPB liaison to the Westpark Dr. Transportation-Land Use Connections project in Fairfax County, VA, participating in project check-ins and communications until the project was completed on June 30. Staff also continued co-managing the Extreme Heat Transit Resilience project, providing feedback on final deliverables. Staff attended the monthly NVTC MAC and WMATA JCC meetings, plus a WMATA Better Bus Network-specific JCC meeting, an NVTC Zero Emission Bus Working Group meeting, and webinars on the NYC Congestion Pricing program and the bus rider experience in Northern Virginia. Finally, Staff met with WMATA staff to discuss the latter's regional pedshed and bikeshed work with an interest in updating TPB's Transit Access Focus Areas (TAFA).

FY26 Highlights/End-of-Year Recap:

- The Regional Public Transportation Subcommittee (RPTS) met eight times in the year. Staff conducted meeting planning and facilitation.
- Staff coordinated with local transit agency staff to develop the 2025 Regional Transit Safety Targets. The draft targets were presented to the TPB Tech and Board in November 2025 with final targets being presented for adoption in December 2025.
- In January 2026, staff co-presented with ICF consultants at the TRB Annual Meeting on the TPB's 2024 Intercity Travel Study, including what the project's passenger survey, use of Big Data, and desk research said about post-pandemic recovery of the National Capital Region's intercity travel network and its ridership base.
- Staff attended regularly scheduled monthly WMATA JCC and NVTC MAC meetings, as well as other WMATA, NVTC, and NVTa events such as the WMATA 50th Anniversary Train Ride, the annual NVTC Legislative Forum, and the annual NVTa NoVA Transportation Roundtable. Staff also participated in site visits at two local transit facilities, the new Arlington Transit Operations and Maintenance Facility with the NVTC Zero-Emission Bus Working Group and OmniRide's Western Transit Center with the National Capital Region Bus Leaders' Committee, as well as a visit to the Port of Baltimore.
- Staff participated in regional planning studies and activities, including the Zero Emission Bus subcommittee/working groups at the National Capital Region Bus Leaders' Committee and

NVTC, MATOC Transit Task Force meetings, NVRTA Bus Rapid Transit working group meetings, and Southern Maryland Rapid Transit (SMRT) PEL agency coordination process. Staff attended webinars and other professional events on transit planning and performance, transportation resilience, emerging and operations technology, and other transit-related topics.

- Staff completed and published two TPB State of Public Transportation reports, the 2023 and 2024 editions, with ongoing development of the 2025 edition during the summer of 2026.
- Staff prepared multiple TPB endorsement letters for federal grant applications by member jurisdictions and agencies.
- Staff managed and supported the DMVMoves transit initiative, organized by COG and WMATA and facilitated by TPB beginning in 2026. The initiative focused on finding new dedicated funding for Metro and furthering a more seamless and integrated regional transit network. In their multiple roles as stakeholder convener, meeting facilitator, and project manager, staff:
 - assisted the production of the DMVMoves Plan,
 - facilitation of multiple working group, advisory group, Task Force, and Joint Board meetings,
 - made presentations of the final plan to local jurisdictions' county and city councils,
 - managed project consultants,
 - engaged with regional transit partners,
 - conducted data research,
 - prepared meeting materials and strategic planning documents, and
 - co-planned and participated in the DMVMoves Transit Tour alongside transit agency representatives, elected officials, and community members involved in the initiative.
- Staff provided input on development of the Visualize 2050 long range transportation plan.
- Staff co-managed the TPB resilience program's regional extreme heat analysis (focusing largely on transit infrastructure and related contexts).
- Staff served as TPB liaison for the FY26 Transportation – Land Use Connections cycletrack project along Westpark Dr. in Fairfax County, VA.
- Staff continued serving on the AMPO Transit Interest Group's Leadership Team through calendar year 2025, including as organizer and moderator of the group's Q4 webinar. Beginning in calendar year 2026, staff joined AMPO's federal policy-oriented Intergovernmental Affairs Group through 2026.

3.6. Freight Planning

Staff continued coordination with the Freight Subcommittee Chair in preparation for the next recurring meeting scheduled for July.

Staff attended the Maryland State Freight Advisory Committee meeting on June 8, where updates were provided on the ongoing Maryland Freight Plan update and the proposed Union Pacific and Norfolk Southern rail merger. In addition, staff and committee members provided feedback on the goals and objectives being considered for inclusion in the plan.

Staff continued work related to the consultant procurement for the update of the National Capital Freight Plan. Consultant proposals were received in June in response to the Request for Proposals (RFP), and Technical Selection Committee members, including TPB staff, evaluated the submitted proposals.

FY26 Highlights/End-of-Year Recap:

- The Freight Subcommittee met five times during the fiscal year including one in person meeting, with topics focusing on sustainable freight activities, capital rail projects, freight and technology, and food supply chain and truck parking. Staff conducted meeting planning and facilitation in coordination with the Subcommittee chair.
- Staff initiated development of the National Capital Freight Plan update by procuring consultant support for the study. Activities included preparing and issuing a Request for Proposal (RFP), coordinating the consultant procurement process, and evaluating proposals received from consultant teams.
- Staff participated in regional freight planning efforts of partner agencies, including serving on the Maryland State Freight Advisory Committee to inform the development of the Maryland State Freight Plan.
- Staff coordinated a site visit to the Port of Baltimore's Dundalk Marine Terminal in partnership with the Baltimore Metropolitan Council Freight Movement Task Force (BMC FMTF) and the Maryland Port Administration (MPA). The tour provided participants with an overview of port operations, imports and exports, and sustainability initiatives, enhancing regional understanding of freight movement and supply chain activities.

3.7 Metropolitan Area Transportation Operations Coordination Program Planning

During the June 2026 reporting period, TPB staff prepared for and took part in the following meetings/events:

- The MATOC Transit Task Force and Operations Subcommittee held a joint meeting on June 18 to discuss plans for events happening in the region over the summer months.
- The regularly scheduled meeting of the MATOC Steering Committee was organized and conducted on June 26, discussing communications, coordination, and Traffic Incident Management topics.

FY 2026 Highlights/End-of-Year Recap:

- TPB staff support was provided for twelve (12) virtual meetings of the MATOC Steering Committee during FY 2026, 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 2026, plus six 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.

3.8. Resiliency Planning

Staff continued to advance the Transportation Resilience Planning Program through technical analysis, stakeholder engagement, and coordination activities. Staff prepared for and delivered presentations on the Regional Extreme Heat Analysis to the TPB Technical Committee on June 5 and prepared for the TPB Board on June 17, which was bumped to a future date due to time constrictions. Staff presented the results of the Economic Impact Analysis to the TPB Board on June 17, alongside one of the ICF consultants. Staff also presented related resilience work to the June TPB Community Advisory Committee Meeting, providing an overview of the extreme heat and economic analysis projects and their relevance to regional planning efforts. Staff also continued to manage the Regional Extreme Heat Analysis project in coordination with consultants (ICF/RHI), including finalizing deliverables, incorporating feedback from prior Subcommittee review, and coordinating final packaging of project

materials for dissemination to TPB committees and stakeholders. Staff also coordinated internal preparation and messaging for resilience-related agenda items, including participation in TPB walkthroughs and internal briefings to ensure alignment across staff and leadership.

In addition, staff supported regional coordination and outreach activities, including participation in resilience-related meetings and forums, and sharing presentation materials with partners to support broader dissemination and use of project findings. Staff also completed follow-up activities associated with Technical Committee presentations, including preparation of summary materials and documentation of discussion outcomes, as well as working closely with the newly onboarded transportation resilience intern.

FY26 Highlights/End-of-Year Recap:

- The Regional Transportation Resilience Subcommittee continued to meet quarterly, providing a forum for regional partners to share best practices, review ongoing technical work, and provide input on resilience-related projects and deliverables.
- In summer 2025, the Interior Flooding Update Analysis (Fathom-based) received strong interest and coverage, highlighting TPB's use of advanced flood modeling data to better understand transportation system risk, including urban flooding and future floodplain conditions. Coverage included NPR, Washington Post, WTOP, etc.
- Advanced the Transportation Resilience Improvement Plan (TRIP) through continued coordination with member agencies, including maintaining and updating the regional resilience project list in March 2026 and supporting integration into planning and funding processes.
- Completed the Regional Transportation Resilience Economic Analysis project, which developed a framework for benefit-cost analysis of resilience investments and quantified the costs of inaction and benefits of adaptation strategies across multiple transportation asset types.
- Supported preparation and delivery of multiple TPB resilience-related presentations and materials, including coordination with consultants, development of slide decks and talking points, and preparation of Technical Committee summaries and supporting documentation.
- Staff was invited to present inland flooding analysis and broader resilience work at multiple national and regional conferences, including the Transportation Research Board (January 2026), National Adaptation Forum (May 2026), and APA Regional Futures Forum (April 2026).
- Continued coordination with regional, academic, and federal partners on transportation resilience initiatives, including participation in external forums and sharing of project findings to support broader application and collaboration.
- The Extreme Heat Analysis project was featured in an ICF-hosted webinar and accepted for presentation at the Association of Metropolitan Planning Organizations (AMPO) Annual Conference (September 2026), further expanding national visibility of TPB resilience work.
- In 2026, TPB staff presented the results of the Regional Economic Impact Analysis and the Regional Extreme Heat Analysis to the TPB Technical Committee and the Economic Impact Analysis to the TPB Board, highlighting key findings on impacts to transit systems and users, as well as a suite of tools and resources to support adaptation planning.
- Completed the Regional Extreme Heat Analysis project, which included four major deliverables: transit infrastructure resilience analysis, best practice design guidance, grant application support resources, and policy, planning, and guidance use cases for implementation.
- Presented resilience planning work to the TPB Community Advisory Committee in June 2026, providing an overview of both the Extreme Heat Analysis and Economic Analysis projects and their applications for regional planning.
- Onboarded and supervised a summer intern to support resilience program activities, including development of GIS-based analyses, research on resilience strategies, and support for technical deliverables and Subcommittee meetings.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$648,137	\$2,819	99%	55

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

Between noon, Tuesday noon May 19, and noon Tuesday, June 16 the TPB received two requests to address the TPB in-person, one letter and one comment submitted via email.

The June meeting of the CAC was held virtually on Thursday, June 11. The CAC received an update on the Regional Transportation Resilience program and held their “Act Locally” round-robin. Discussion on DMVMoves was deferred to July.

Preparation for the August Access for All Advisory Committee (AFA) included a stakeholder assessment and recommendation on a re-boot of the Reach-A-Ride mobility services program.

FY26 Highlights/End-of-Year Recap:

TPB staff completed the following TPB public involvement activities:

- 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 training included 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 due to consideration of the Southside Express Lanes project.
- Maintained 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 execution of the final mandatory 30-day 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 continued involvement in DMVMoves.
- Provided staff support for the TPB Access for All Advisory (AFA) Committee. The reorganization of this committee started in FY25 was completed.
- 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 an increased amount of effort to comply with Title II of the Americans with Disabilities Act. This will be a significant effort for FY27 and beyond.

4.2 Communications

- The following news stories were posted on the COG/TPB website during the month of June and will be shared in the TPB Newsletter:
 - TPB’s freight planning activities support a region on the move (June 25)

- Staff updated the following COG website pages and added the following publications to the COG website during the month of June:
 - TPB Comment Form (page)
 - TPB Congestion Management Process Technical Report (new publication)
 - Regional Transportation Resilience Economic Analysis (new publication)
- Staff posted or shared the following through TPB's social media channels:

Clean Air Partners #RidetoWork Day (June 8), NVTALong-Range public comment period (June 11), June TPB Meeting (June 17), TPB Freight Planning (June 30)

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

TPB staff continued to work with contractors to host and maintain the Visualize 2050 website, visualize2050.org. TPB received the archived Visualize2045.org website files from the hosting contractor. COG/TPB staff will coordinate to store the Visualize 2045 website for internal COG use and reference. TPB Communications staff reviewed and approved the cover design of the planned TPB Policy Framework update.

FY26 Highlights/End-of-Year Recap:

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

Updated and/or posted the following publications for the TPB website or the Visualize 2050 website:

Visualize 2050 National Capital Region Transportation Plan, Visualize 2050 National Capital Region Transportation Plan Executive Summary, Visualize 2050 Planning and Programming Process documents (Introduction – Part 27), FY 2026-2029 TPB Transportation Improvement Program, TPB Air Quality Conformity Analysis Report, Regional Roadway Safety Study Report, 2024 State of Public Transportation Report, FY 2026 Congestion Management Process Technical Report, and TPB Regional Transportation Resilience Economic Analysis

Wrote, prepared, and sent 13 TPB News and Visualize 2050 e-newsletters, including standard TPB News, technical assistance program announcements (Transportation Land-Use Connections, Regional Roadway Safety Program, and Transit Within Reach), and Visualize 2050 announcements.

Wrote and posted 16 TPB News, TPB Highlights, or Visualize 2050 announcements on the COG website.

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, and the TPB Regional Roadway Safety Program.

Coordinated launch of TPB Bluesky Social account in 2025.

Wrote and/or posted the following social messages from July 1, 2025 – June 30, 2026:

Bluesky Social: 50 posts/reposts

Facebook: 60 posts/reposts

Instagram: 24 posts

Twitter/X: 117 posts/reposts

Visualize 2050 National Capital Region Transportation Plan

Maintained Communications Plan for Visualize 2050 plan outreach and comment periods. Updated staff task spreadsheet for Visualize 2050 plan comment period activities: legal notice publishing coordination and invoicing with Washington Post, Washington Hispanic, and AFRO News; writing all social media posts and preparing social media graphics, creation, and distribution of Visualize 2050 Comment Period Guide/Ambassador's Toolkit; posted Visualize 2050 plan comment period content on Visualize 2050.org and mwcog.org websites.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$3,526,833	\$265,098	67%	57

5. TRAVEL FORECASTING

5.1 Network Development

Staff continued to work on the COGTools migration project, with consultant assistance from ASRI and AECOM. Staff tested a draft version of the new tool, met internally on June 2 to discuss their findings, and provided their feedback to the consultant. Staff reviewed the draft COGTools source code in C# and provided recommendations to the consultant team to improve application performance.

Staff started to update the base-year transit network in the geo-database. Specifically, staff started to update WMATA and Prince George's County bus routes to reflect recent changes to bus alignment/schedule.

Staff further streamlined the GTFS transit route matching workflow in COGTools and updated the associated technical documentation.

After fulfilling a data request from M-NCPPC Montgomery County in May, staff assisted M-NCPPC staff with installing and running COGTools in ArcGIS 10.8.

5.2 Model Development and Support

Staff developed meeting notes for the May 15, 2026 Travel Forecasting Subcommittee (TFS) meeting.

Consultant Assistance with Travel Demand Forecasting Methods

Staff continued to work with the consultants on Task 1 (meetings/on-call support), Task 2 (strategic plan) and Task 3 (software review) activities. Staff also worked with the consultant in developing a task order under Task 4 (Gen2 Model update). Specifically, staff held the bi-weekly modeling on-call check-in meetings with the consultant on June 9 and June 23; the consultant sent out the model stakeholder survey on June 2 and presented the preliminary results of the survey at the June 23 check-in meeting; After staff tested the draft peer agency survey instrument on SurveyMonkey, the consultant revised the survey instrument and sent the survey out on June 29. Staff reviewed a draft document from the consultant that describes the scope of work for a subtask under Task 4 to recalibrate and revalidate the Gen2 Travel Demand Model.

In-House Travel Demand Modeling Activities

Staff processed the Round 10.1 Cooperative Forecasts Land Use for travel demand models. Quality Assurance and documentation are underway.

Staff conducted an ad hoc VMT analysis in Replica and proposed a method of adjusting the HPMS county-wide VMT data for Spotsylvania County, Virginia to improve model validation performance. Documentation is underway.

Staff continued to test the Gen3 Model in a scenario analysis setting: Staff conducted a hypothetical scenario where the transit pass subsidy availability for Prince George's County residents was doubled in year 2030. Staff also conducted an additional hypothetical scenario to examine the long-term effects of permanently closing the American Legion Bridge.

Staff continued to make model improvements and bugfixes in the Gen3 Model. Specifically, staff continued to work on a new, Python-based model visualizer; Staff reviewed the ActivitySim specifications in the current model, especially those related to travel skims, and found several bugs. Staff fixed the specification errors and conducted test runs to examine their respective effects on model results; Staff developed a prototype Graphic User Interface (GUI) in place of the existing batch file for launching a Gen3 model run.

Software support

Staff created a Claude Code Team, developed user protocols and rules that had been approved by IT, and conducted an introductory session on June 29. Following the June 29 meeting, staff installed and tested Claude Code.

Other activities

In June, staff serviced two data requests: One for Gen2/Ver2.4.6 Travel Model (Visualize 2050) to support the Fairfax County Transportation projects and the other for GIS shapefiles for the base year and the horizon year and the interim years from Gen2/Ver2.4.6 Travel Model (Visualize 2050).

Staff attended a series of meetings and webinars. Specifically, staff attended Northern Virginia Transportation Authority (NVTA)'s Model Working Group Meeting on June 24; Staff attended a webinar on the use of AI in destination choice, organized by Zephyr, on June 24, 2026. Staff attended the TPB Mobility Analytics Subcommittee meeting on June 25, 2026; Staff attended a webinar on GMNS and multimodal accessibility, organized by Zephyr, on June 25, 2026; Staff watched a recording of a webinar on the use of AI in travel demand forecasting, held on June 10, 2026, and organized by Zephyr; Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays.

Staff conducted a series of model training sessions for the new staff.

FY26 Highlights/End-of-Year Recap:

Model Development:

- Staff led and successfully completed the Phase 3 development and usability testing of the Gen3 Model. Staff re-calibrated transit pass subsidy and free parking eligibility models using 2019 State of the Commute Survey data, as well as tour/trip model choice models following a critical bugfix; Staff implemented major software upgrades, including migration from ActivitySim 1.3.4 to 1.5.1, Conda to UV, and PopulationSim 0.4.6 to 0.10.0; Staff substantially reduced model runtime mainly through additional computational parallelization; Staff conducted various sensitivity tests and documented their findings. Staff also conducted parallel testing of the model in the air quality conformity analysis, emissions analysis, and performance analysis for Visualize 2050.
- Staff issued the Beta release of the Gen3 Model on November 7, 2025, making it available for external testing. Staff followed up with beta testers, which included state DOTs, local agencies and consultants, providing model support, collecting feedback through an online survey, and making model fixes and improvements based on the feedback.

- Staff officially released the Gen3 Model for production use on April 20, 2026, culminating roughly six years of development. Staff developed and released a model transmittal package with model script and input data, an updated model user's guide, network report, calibration/validation documentation, and a refreshed COG website presence featuring both Gen2 and Gen3 models.
- Following the official release, staff further reviewed ActivitySim specifications and implemented several bugfixes. Staff also conducted additional model tests and worked to develop a new model visualizer.
- Following the TPB approval of the Visualize 2050 Long-Range Transportation Plan, staff developed and released Gen2/Ver. 2.4.6 model transmittal package on February 23, 2026, incorporating the Visualize 2050 network and Round 10.0 Cooperative Forecast land use inputs. Per request, staff broadly distributed Gen2 Model packages and documentation to state DOTs, consultants, local agencies, and academic partners.
- Staff initiated a new multi-task contract for consultant assistance with travel forecasting methods. Work scope includes five tasks: on-call modeling support, strategic planning, software review, Gen2 Model Update, and Gen3 Model Update. Staff activated the first three tasks in FY 2026, developing scope of work and task orders with selected contractors. The project kicked off in February 2026, followed by bi-weekly check-ins. Staff managed the active tasks by reviewing consultant work and providing feedback and assistance.

Network Development:

- Staff developed RFP for COGTools migration to ArcGIS Pro and posted it in July 2025; Staff selected contractor in October, finalized the contract in November and kicked off the project in December. Staff held monthly progress check-in meetings through June 2026: Internal prototype demonstration in February 2026, followed by staff testing and bug reporting in March; Formal beta testing initiated in May; demonstration of any-year transit network feature and draft C# source code review in June. Additional beta testing is underway.
- Staff continued to enhance COGTools with in-house development: Staff developed a new GTFS transit route matching function based on alignment geometry; Staff developed a new module that generates a HOV-LOV correspondence table for highway validation; Staff also enhanced transit editing tools, including updated default rail link speed (30 mph) and migration to ArcGIS 10.8.2 development environment.
- Staff generated network input files in TRNBUILD format for the Visualize 2050 long range plan update. Staff also generated Visualize 2050 network files in PT format, including additional QA/QC and screenline code corrections, in support of the Gen3 Model development. In addition, staff produced network files in both TRNBUILD and PT formats for a Metrorail Line extension sensitivity test.
- Staff worked to update the base-year transit network in June 2026, starting with updates to WMATA and regional bus routes.

Other work activities:

- Supported the Travel Forecasting Subcommittee (TFS) throughout the year, operating the bi-monthly subcommittee meetings, developing meeting highlights, and working with the chair to manage TFS activities.
- Processed Round 10.1 Cooperative Forecasts land use data for Gen2 and Gen3 travel demand models.
- Processed and summarized 2024 daily VMT data by jurisdiction and federal functional class.
- Handled a high volume of external requests for data, models, and network files from agencies, consultants, universities, and regional partners.
- Actively participated in the ActivitySim Consortium, including Phase 11 scoping and development activities.
- Evaluated and deployed Claude Code for programming needs.
- Supported 2026 Regional Travel Survey instrument development and pilot testing.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$3,348,133	\$188,016	74%	63

6. MOBILE EMISSIONS PLANNING

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

Staff continued to coordinate work activities related to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program component of the Performance Based Planning and Programming with the Plan Development and Coordination Team. Namely, staff continued to work with state DOTs and TPB staff management to document past performance and develop new targets based on the CMAQ Public Access System and other information. Finally, staff finalized the presentations and briefed the TPB Technical Committee and the TPB in June on the proposed future-year emissions reductions targets for Nitrogen Oxides and Volatile Organic Compounds for the projects receiving CMAQ funding in the District of Columbia and in the TPB member jurisdictions in Maryland and Virginia.

TPB staff continued to develop documentation based on the Visualize 2050 Metropolitan Transportation Plan (MTP).

Travel Forecasting and Emissions Analysis staff worked closely with Plan Development Team staff to continue to review relationships between certain projects in the Project InfoTrak database and the air quality conformity input table.

FY26 Highlights/End-of-Year Recap:

Upon completion of the travel demand modeling and emissions modeling processes, COG's Department of Transportation Planning (TPB) staff developed the air quality conformity documentation and presented the findings to the TPB and various committees and subcommittees. The Transportation Planning Board (TPB) voted to approve the plan and the air quality conformity analysis of the plan in December 2025, per schedule.

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. The emissions inventories, transmitted to DEP staff, are being used to inform the setting of the new Motor Vehicle Emissions Budgets (MVEBs) for the region. DEP staff briefed the Metropolitan Washington Air Quality Committee – Technical Advisory Committee (MWAQC-TAC) on the progress of this activity (item #2), which included sharing the draft motor vehicle emissions budgets (MVEBs) and draft documentation. In support of this effort, TPB staff continued to review the materials created by DEP staff. Furthermore, TPB staff finalized draft documentation for the on-road transportation sector for the Maintenance Plan and provided it to the DEP staff. TPB staff continue to coordinate closely and regularly meet with DEP staff on this activity.

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

Staff continued to coordinate planning activities with the state departments of transportation related to the Carbon Reduction Program (CRP). This program, established by the Bipartisan Infrastructure Law (BIL), provides funds for projects designed to reduce on-road transportation emissions.

Staff 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. The MOVES5 model is being used for the first time in production for the MP/RR for the 2015 ozone NAAQS, as discussed earlier in this section.

Staff continued to investigate other methods to process vehicle registration data, mainly by exploring the National Highway Traffic Safety Administration (NHTSA) VIN decoder and conducting testing and comparisons against previously used VIN decoder software, both in terms of vehicle population and emissions estimates resulting from different methods of VIN data processing.

Staff continued to explore using other types of planning/modeling tools. Namely, staff developed and tested a draft version of the VisionEval model, which is an open-source family of strategic transportation and land-use models designed to help regional and state planners evaluate the long-term impacts of policy decisions. Additional testing and collaboration with the software developers will be needed prior to determining whether this software can be beneficial to the region.

FY26 Highlights/End-of-Year Recap:

Staff from COG's Department of Environmental Programs (DEP) and 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 (MP) 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 (RR) 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 and update the project schedule. In addition, in support of the development of emissions inventories and motor vehicle emissions budgets (MVEBs), TPB staff prepared inputs, executed the EPA MOVES model runs, and reviewed the results for all inventory years (2017 (base year), 2022 (attainment year), 2032 (interim year), and 2038 (out year)). In addition, TPB staff also conducted sensitivity tests to help guide the process. Draft inventories for NOx and VOC (ozone precursors), the associated draft MVEBs, and draft documentation for MP/RR were prepared and shared with relevant committees. This effort is scheduled to be finalized in FY 2027.

Staff continued to participate in emissions reduction activities that could help the region reduce emissions and reach the region's air quality goals. Specifically, the Carbon Reduction Program (CRP), established by the Bipartisan Infrastructure Law (BIL), 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, including the project selection process, and provided briefings to relevant committees. The TPB approved the projects recommended for funding by MDOT and DDOT in September 2025.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$5,275,947	\$324,313	66%	67

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Transportation Research and Analysis

Staff monitored the ongoing 2026 Regional Travel Survey (RTS) spring wave, reviewing household recruitment and survey completion rates. Staff worked with the survey contractor (RSG) to evaluate survey progress and identify opportunities to improve response rates and survey participation.

Staff evaluated the effectiveness of participant recruitment and outreach strategies for the RTS, including digital advertising and MSG's EveryAnswer recruitment efforts. Staff identified issues with email invitations being filtered into spam folders and coordinated with RSG to implement an alternative email distribution approach to improve participant recruitment.

Staff initiated planning for cognitive testing of the RTS invitation materials to better understand barriers to participation and improve response rates for the fall 2026 survey wave. The test will employ a mixed-methods approach combining quantitative and qualitative research to evaluate perceptions of the survey invitation materials and identify opportunities to enhance participant recruitment.

Staff continued coordinating with Prince George's County on the RTS oversample, including finalizing the memorandum of understanding and scope of work, while also coordinating with the survey contractor on a contract amendment and planning activities for the Fall 2026 survey wave.

Staff reviewed strategies for recontacting RTS households that had not completed the survey and developed plans to incorporate these households into the Fall 2026 survey wave to improve survey participation and maximize the effectiveness of the regional sample.

Staff held the third meeting of the quarterly Mobility Analytics Subcommittee (MAS) on Thursday, June 25, where members of the subcommittee received a presentation from the Virginia Railway Express (VRE) on demand forecasting, and received updates on progress from staff concerning the Mobility Analytics Program (MAP) and Congestion Management Process (CMP) followed by discussion by all members.

Staff presented to the TPB Technical Committee, the draft two- and four-year targets (CY2027 and CY2029) for both of the Performance-Based Planning and Programming (PBPP) metrics of Peak Hours of Excessive Delay (PHED) and Percent Non-SOV Mode Share for adoption later in the month by the TPB.

Staff presented the two- and four-year targets (CY2027 and CY2029) for PHED and Percent Non-SOV Mode Share for adoption by the TPB and received said adoption for all four targets by the TPB.

Staff developed the memoranda, PowerPoint presentations, and resolution concerning the adoption of the PHED and Percent Non-SOV Mode Share targets for both the TPB Technical Committee and the TPB.

Staff began examination of a potential day-long event sponsored by the MAS for the second half of FY2027, which included investigation of speakers to possibly contact.

Staff compiled research on the target setting achievements of PBPP metrics from other large MPOs across the country for potential inclusion in a response to a question received by TPB staff.

Staff began its second attempt at developing PBPP two- and four-year targets (CY2027 and CY2029) for Level of Travel Time Reliability – interstates, Level of Travel Time Reliability – NHS non-interstates, and Truck Travel Time Reliability Index, after coordinating with MDOT, FAMPO and DDOT staff.

Staff reevaluated its approach towards showcasing metrics within the MAP and began the inclusion of new metrics for the program—the federally required PBPP metrics to be featured within the MAP.

Staff finalized development of the 2024 planning region pavement condition feature class and shared it with the GIS team for RTDC purposes.

Staff continued to coordinate with the three State DOTs on PBPP PM2 target setting and received responses from all three State DOTs.

Staff completed retrieving 2023-2025 Bike Arington bicycle and pedestrian data using the Eco Counter API and began reviewing the data inventory and structure.

Staff scheduled and participated in a project review meeting with GFT for the Travel Monitoring Support contract.

Staff worked with the contracting department to create the updated Purchase Order for 21-079 WBCM Amendment 5 core task, and shared the PO with the contractors.

Data Requests

Staff received a data request from DDOT for 2022–2025 volume data and responded.

Meetings & Conferences

Staff met with MDOT staff to discuss PHED and Percent Non-SOV Mode Share target setting methodologies and the methodologies concerning the target setting for the three PBPP reliability metrics of Level of Travel Time Reliability – interstates, Level of Travel Time Reliability – NHS non-interstates, and Truck Travel Time Reliability Index.

Staff met with FAMPO staff to discuss the target setting methodologies for the three PBPP reliability metrics.

Staff met with DDOT staff to discuss the target setting methodology for the PBPP reliability metric of Truck Travel Time Reliability Index.

Staff Participated in the quarterly FHWA Talking Traffic webinar: Exploring Technical Methods to Measure and Specify the Accuracy of Traffic Monitoring Devices and Equipment.

Staff participated in the Big Data User Group meeting.

FY26 Highlights/End-of-Year Recap:

2026 Regional Travel Survey

A major accomplishment in FY2026 was the successful procurement, launch, and implementation of the 2026 Regional Travel Survey (RTS), which represents the TPB region's first household travel survey conducted in the post-pandemic era. TPB staff completed the consultant selection process, awarded the contract to RSG, and worked closely with the consultant throughout survey development. Staff reviewed and refined all major survey components, including the questionnaire, sampling plan, incentive strategy, operations plan, smartphone application, outreach campaign, and monitoring dashboard to ensure the survey reflected current best practices in household travel surveys. Following completion of a successful pretest, staff incorporated lessons learned into the survey design and launched the spring wave of the RTS in April 2026. Staff also coordinated an extensive public outreach

campaign with the TPB Communications Team, WMATA, and community organizations to improve participation and representation among hard-to-reach populations.

Big Data Applications and Evaluation

TPB completed its evaluation of emerging Big Data applications and continued exploring how these data sources can complement traditional household travel surveys. Staff finalized the Big Data evaluation, developed new origin-destination analysis tools and dashboards, and delivered presentations to the internal Big Data User Group, TPB Mobility Analytics Subcommittee, AMPO Annual Conference, and other professional audiences. Staff also published an interactive Trip Origin-Destination Analysis Dashboard to expand access to these analytical tools for member agencies.

Regional Survey Coordination and National Leadership

TPB continued to strengthen regional collaboration on travel survey methods and data collection. Staff coordinated with regional transit agencies on future transit on-board surveys, collaborated with BMC, MDOT, and SHA on survey coordination efforts, and supported regional oversampling initiatives with Prince George's County and other TPB member jurisdictions. TPB staff also contributed to national transportation survey initiatives through participation on the National Household Travel Survey Technical Advisory Committee, presentations at the Transportation Research Board Annual Meeting and national conferences, and by moderating an AMPO webinar on emerging challenges and innovations in travel survey methodology and Big Data applications.

Staff continued development of the Mobility Analytics Program (MAP), developing its programmatic and data architecture, governance structure, and vision from the ground up.

Staff continued the structuring and development of the categories and sub-categories of metrics found in the MAP, as well as the inclusion, formatting, and ordering of federally required PBPP metrics within the MAP.

Staff began the data visualization efforts, after completing collection, analysis, review, and coordination, for the safety-focused metrics for the MAP Round 1.0 product and created a draft of the page for the safety metrics chapter.

Staff performed the data collection, analytics, and formatting efforts across 45/70 metrics identified for the MAP Product Round 1.0.

Staff performed the data collection, analysis, formatting, coordination, review, and visualization across all Congestion Management (category) – Congestion Management Process metrics (sub-category) for the CMP with plans to duplicate or minorly adjust for the MAP Round 1.0 product.

Staff collected all necessary data from the Regional Public Transportation Subcommittee (RPTS) concerning ridership metrics of transit agencies within the National Capital Region.

Staff established the 24-member Mobility Analytics Subcommittee (MAS) as a standing collaborative body bringing together regional stakeholders to guide the development of the MAP, whose members established its meeting cadence, met thrice, and is setting plans on sponsoring a day-long event with potentially national speakers in FY2027.

Staff, after performing an in-depth review of observed data and previous target setting methodologies, overhauled the PBPP target-setting methodologies for the PBPP congestion-focused metrics of Peak Hours of Excessive Delay (PHED) and Percent Non-SOV Mode Share.

Staff performed all memoranda writing, presentation creating, presenting, and resolution writing for the PBPP congestion metrics of PHED and Percent Non-SOV Mode Share.

Staff applied the new CY2027 and CY2029 two- and four-year targets, respectively to the PHED and Percent Non-SOV Mode Share metrics and presented these draft targets a total of four times, (twice to the TPB Technical Committee and twice to the TPB) with eventual adoption by the TPB in June 2026.

Staff begun stakeholder engagement and testing of new target setting methodologies for the PBPP Travel Time Reliability Metrics of Level of Travel Time Reliability – NHS non-interstates, Level of Travel Time Reliability – interstates, and Truck Travel Time Reliability Index.

Staff collected, reviewed, analyzed, and prepared regional travel trends and transportation monitoring data to support PBPP, the RTDC, transportation forecasting, and other regional planning activities.

Major accomplishments included:

- Developed and updated key regional transportation datasets, including 2024 VMT and VMT-per-capita estimates, station-level AADT, Model Region HPMS data, pavement-condition data, and 2025 bridge-condition data.
- Prepared and transmitted transportation datasets, GIS feature classes, and summaries for inclusion in the RTDC and use in PBPP and regional transportation analysis.
- Coordinated with the District of Columbia, Maryland, and Virginia DOTs on development of the next PBPP PM2 performance targets and supporting data and visualizations.
- Expanded active transportation data resources by preparing the Virginia active transportation dataset, providing cleansed historical Bike Arlington data, and retrieving additional bicycle and pedestrian data through the Eco-Counter API.
- Responded to transportation data requests from COG/TPB staff, federal, state, and local agencies, consultants, and other stakeholders, providing data, methodological explanations, and guidance on appropriate use.
- Supported the review of the Round 10.1 Cooperative Forecast land-use data at the TPB transportation analysis zone level and communicated significant findings to management.
- Completed the procurement and award process for the new Travel Monitoring Support contract and continued administering the existing contract, including amendment, purchase order, and project-review activities.
- Onboarded and trained a new transportation data analyst and documented key data sources, procedures, and analytical methods to support knowledge transfer.
- Participated in professional, technical, and interagency activities, including the Transportation Research Board Annual Meeting, Regional Trail Count Program meetings, COG/TPB committees and working groups, FHWA webinars, and transportation technology trainings.

7.2 Data Management and Visualization Services

Staff continued to coordinate with TPB's Travel Monitoring and Planning Assistance Program Manager to review metrics, data sources, documents and other products for the Mobility Analytics Program (MAP). Staff continued to vet data sources identified as sources for MAP metrics and recommend alternative data sources for some MAP metrics. Staff began to explore visualization software options to use for MAP product development. This work is ongoing.

Staff completed development of Power BI dashboard products for the TPB FY26 Congestion Monitoring Process (CMP) Technical Report. Staff finalized the shareable links for all of the Power BI included in the CMP Technical Report and reviewed content for accessibility.

Staff processed the highway asset datasets (2025 bridge condition, 2024 pavement condition) from the Planning Research and Assistance team. Staff incorporated the new data into the existing Highway Asset Performance Measured Dashboard and then made refinements to the dashboard to streamline and enhance the experience, including adding accessibility features and creating a mobile-friendly view of the application. Staff also created an accessible version of the PDF document that summarizes the bridge and pavement condition for the TPB planning area.

Staff updated the Local Technical Assistance (LTA) web mapping application by adding FY 2026 projects to the web map. Staff also created a standard operating procedure (SOP) document to outline

the workflow between teams responsible for maintaining the data used to update the online data products for TPB's Local Technical Assistance projects.

Staff met with fellow DTP staff to discuss the upcoming 'Access To Opportunities' Low-Income analysis work slated to be undertaken in FY27. Staff began to review documentation and assemble available datasets for use in the project.

Staff met with fellow DTP staff and TPB's consultant for the Bicycle and Pedestrian Plan, Toole Design, to discuss the current spatial data gathered from member jurisdictions and to discuss a plan to address using the data to update the National Capital Trail Network (NCTN). This work is ongoing.

Staff continued work on identifying datasets to improve parity between the G Drive and TPB/COG's ArcGIS Enterprise portal. Staff continued to populate the temporary 'shadow' G Drive and also create content on ArcGIS Portal, improving discovery by utilizing tags, categories, and groups. This work is ongoing.

Staff performed a comprehensive software migration for TPB/COG's ArcGIS Enterprise environment; tasks included performing backups, validating content, and reallocating user types and product licensing files.

Staff worked with staff from the Department of Environmental Programs to incorporate the requested changes into the draft map of farmers' market locations in the COG region. Staff continue to work with DEP staff to determine the final data sources to use on the map.

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

GIS Committee/GDX Working Group

Staff began gathering materials for the July GIS Committee/GDX Working Group meeting.

Data Requests

Staff responded to a request from Commuter Connections' consultant team to make slight modifications to one of the Power BI dashboards used on the State of the Commute Hub site.

Meetings & Conferences

Staff assisted in the facilitation of the Mobility Analytics Subcommittee (MAS) meeting held on June 25.

Staff attended the AMPO GIS and Data Visualization Interest Group Quarter 2 webinar held on June 8.

Staff attended check-in meetings related to the Regional Roadway Safety Program (RRSP) Braddock Road Safety Improvements Project on June 4.

Staff attended the Chief Information Officers (CIO) Committee Meeting on June 15.

Staff attended the Big Data User Group Meeting on June 16.

Staff attended the TPB Regional Public Transportation Subcommittee (RPTS) meeting held on June 23.

Staff attended the Planning Directors Technical Advisory Committee held on June 26.

Staff attended the regularly scheduled check-in meetings with TPB's consultant developing the next regional Bicycle and Pedestrian Plan update.

Staff attended the regularly scheduled check-in meetings with TPB's consultant migrating the COGTools environment.

FY26 Highlights/End-of-Year Recap:

- Staff provided extensive support to the Planning Data and Research team with the development of the FY26 Congestion Monitoring Process (CMP) Technical Report. Staff created, reviewed, and shared several Power BI data visualizations showcasing various CMP metrics. Staff created geospatial data, web maps, and web mapping applications, and also grouped, tagged, and shared all geospatial content used in the CMP Technical Report. Staff provided oversight of interactive product development and provided technical guidance and assistance.
- 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 accessible PDF documents containing the required data reported at the jurisdictional, regional, and state levels.
- Staff worked with TPB’s Travel Monitoring and Planning Assistance Program Manager to advance the creation of the Mobility Analytics Subcommittee (MAS) and to further the Mobility Analytics Program (MAP). Staff collaborated on MAS documentation and other product development, facilitated subcommittee meetings, and continued to refine MAP metrics, identify data sources, evaluate visualization tools, transform data, develop geospatial datasets, and develop preliminary data visualizations.
- Staff developed and updated several Python script tools and an ArcGIS toolbox to enhance the efficiency of recurring data processes conducted by TPB staff such as downloading and cleaning data as well as calculating metrics. Examples include Python script tools to assist with reassigning data sources in ArcGIS Pro projects, a tool to automate calculations of some identified Cooperative Forecasting metrics for the Mobility Analytics Program, and an updated script tool to download and clean American Community Survey (ACS) 5-Year data by tract for the TPB region. Staff also created an ArcGIS Toolbox to hold the data source updated and ACS download script tools to be able to make the tools easily available to other staff.
- 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 developing interactive data visualizations that show the results of the Commuter Connections State of the Commute Survey. Staff also worked closely with the Multimodal Planning team’s consultant developing the next iteration of the Bicycle and Pedestrian Plan for the National Capital Region.
- 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 several Power BI visualizations to showcase the congestion-related metrics presented in the CMP. Staff also updated the existing Metro Rail Ridership dashboard, refining the visualization elements and downloading additional data from the Washington Metropolitan Area Transit Authority (WMATA) ridership portal. Staff also utilized the team’s Datacamp subscription to complete training classes on various programming skills and data topics such as Python, R, and Power BI.
- 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 Plan Development and Coordination and Multimodal Planning teams to develop static map graphics for use in presentations and reports, creating a new ozone monitor location interactive map and static map graphic for the Department of Environmental Programs, and created standard map graphics of the COG/TPB Transportation Analysis Zones (TAZ).
- 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, 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 2026 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 Providence, RI in September 2025 and the AMPO Planning Tools and Training Symposium in Lexington, KY in April 2026. 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 Mobility Analytics Subcommittee, Cooperative Forecasting and Data Subcommittee, the Chief Information Officers Committee (CIO) and the CAD2GIS Working Group, Regional Public Transportation Subcommittee (RPTS), Bicycle and Pedestrian Subcommittee, Travel Forecasting Subcommittee, and other COG/TPB committees throughout the year as required.
- Staff continued to provide staff support to the GIS Committee and NCRGDX Working Group and hosted six joint meetings in FY2026.
- 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 a presentation on the United States Geological Survey's (USGS) topoBuilder tool that allows users to request free, customized USGS topographic maps. Other presentations included a demonstration of DC's Maritime Dashboard and a presentation from representatives of Montgomery County, Anne Arundel County, and Howard County about their collaborative effort to create statewide routable road centerlines for emergency vehicle routing. The committee also had a discussion on accessibility standards and incorporating accessibility into web apps and maps. Additionally, the committee also received regular updates on standing items such CAD2GIS, NCR/GDX, NextGen 9-1-1, and other state updates.

7.3 Congestion Management Process

Staff shared the TPB FY2026 CMP Technical Report with the Federal Highway Administration and the Federal Transit Administration via letter of transmittal with the link to the Technical Report within the letter.

Staff published the TPB FY2026 CMP Technical Report on the MWCOC website for public viewership.

Staff reviewed and made edits to all further, in-depth analyses on the goals, priority strategies, and targeted actions concerning congestion management as part of the CMP Strategies Series document and linked to within the FY2026 CMP Technical Report.

Staff reviewed and made edits to all chapters within the TPB FY2026 CMP Technical Report before sharing with the FHWA and FTA.

Staff developed a rough draft of the top-10 FAQ list, when it comes to the TPB's Congestion Management Process (CMP) for the TPB's new, main webpage on Congestion Management.

Staff reviewed and made edits to all further, in-depth readings linked to as part of the FY2026 CMP Technical Report's - CMP Technical Report's Appendix.

Staff created a design schema within the Adobe Creative Cloud Suite and applied this to the CMP Technical Report's Appendix, CMP Strategies Series, and CMP FAQ documents.

Staff reviewed, finalized, and publicly distributed the TPB Quarterly Congestion Reporting Dashboard, in the format of a Microsoft Power BI Dashboard, published alongside the TPB FY2026 CMP Technical Report on the MWCOG website.

Staff publicly distributed the TPB CMP FY2026 Technical Report's Appendix, published alongside the TPB FY2026 CMP Technical Report on the MWCOG website.

Staff publicly distributed the TPB CMP FY2026 Strategies Series, published alongside the TPB FY2026 CMP Technical Report on the MWCOG website.

Staff reviewed, finalized, and publicly distributed the TPB Quarterly Congestion Reporting Dashboard – Congestion Events, in the format of a Microsoft Power BI Dashboard, published alongside the TPB FY2026 CMP Technical Report on the MWCOG website.

Staff reviewed, finalized, and publicly distributed the TPB Bottleneck Origin-Destination & Economic Impact Analysis, in the format of an ArcGIS Story Map, published alongside the TPB FY2026 CMP Technical Report on the MWCOG website.

Staff collected, formatted, reviewed, analyzed, and visualized data on passenger vehicle + truck speeds across the National Capital Region's Congestion Management Network (TPB-CMN) and interstates-only, across five day/time periods for inclusion in the System Usage chapter of metrics in the FY2026 CMP Technical Report.

Staff collected, formatted, reviewed, analyzed, and visualized COG cooperative forecasting data to include in the CMP Technical Report's introduction to showcase the growth in the National Capital Region's population and jobs from 1990 through 2025.

Staff performed the data collection within RITIS across the non-federally required reliability metrics of Planning Time Index (PTI), Travel Time Index (TTI), and Buffer Index (BI) for the TPB's Congestion Management Network (TPB-CMN) and interstates-only, for a new day/time period--the Weekday-Midday day/time period, of 10 A.M. – 3 P.M.

Meetings & Conferences

Staff attended a TRB webinar concerning congestion pricing in New York City to gain insight into progress, challenges, next steps, etc. from this congestion management policy.

FY26 Highlights/End-of-Year Recap:

Staff completed and shared with the FHWA and FTA, and publicly, the TPB FY2026 Congestion Management Process (CMP) Technical Report. In so doing, staff transformed the TPB's CMP Technical Report from a static 250+ page PDF format, into a comprehensive, interactive ArcGIS Story Map comprising 19 chapters, 88 references, 12 interactive data visualizations (including ArcGIS web maps, dashboards, and applications alongside Microsoft Power BI dashboards and Python visualizations), linked in-depth topic reports found in the CMP Technical Appendix and Strategies Series, and embedded complementary CMP tools.

Staff completed and publicly shared the Top 10 Bottleneck Origin-Destination and Economic Impact Analysis.

Staff completed and published the Quarterly National Capital Region Congestion Reports Dashboard. In so doing, staff transformed the format of these reports from static PDFs to a more comprehensive, intuitive, and interactive Microsoft Power BI dashboard.

Staff completed and published the Quarterly National Capital Region Congestion Reports Dashboard's - (Quarterly) Congestion Events Microsoft Power BI sub-dashboard concerning an event(s) per quarter quarterly that had an impact on congestion conditions across reliability, and congestion intensity metrics.

Staff completed the TPB Geospatial Travel Time Reliability Dashboard – linked to in the CMP Technical Report – and will be made into a stand-alone product in FY2027.

Staff developed the first draft of the Quarterly National Capital Region Congestion Reports Dashboard - Congestion Burden by Occupation and Income Microsoft Power BI sub-dashboard, which will be made into a stand-alone product in FY2027.

Staff established the 24-member Mobility Analytics Subcommittee (MAS) as a standing collaborative body bringing together regional stakeholders to guide the development of the CMP and the CMP Technical Report.

Staff presented the FY2026 CMP Technical Report to the MAS, RITIS User Group, TPB Technical Committee, and to the TPB.

Staff cultivated a national peer network spanning MPO counterparts, DOT peers, federal oversight agencies, academic institutions, and big data vendors and support teams in the development of the FY2026 CMP Technical Report and the affiliated CMP additional tools and in-depth readings.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION	\$1,205,181	\$102,437	64%	73

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

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

Staff continued the work on the COG REMS dashboard as needed.

Staff convened the Planning Directors Technical Advisory Committee (PDTAC) for a meeting on June 26, 2026.

The meeting included a legislative update by Dominic Butchko (Maryland Association of Counties) and Eldon James (Virginia Chapter APA Lobbyist). Both Mr. Butchko and Mr. James talked about current and future planning related state level legislation within the Virginia and Maryland General Assemblies. Mr. Butchko highlighted themes of energy and housing related activities in Maryland. Mr. James spoke about legislation related to Accessory Dwelling Units (ADU) and minimum off-street parking requirements.

The meeting also included a discussion about the COG Data Center Land use and Economics Forum held in Alexandria, VA on May 26th. David McGettigan (Prince William County), Deborah Carpenter (Frederick County), and Jason Sartori (Montgomery County) provided insights into their participation in the daylong event.

Staff briefed the committee on the COG REMS report and REMS Dashboard. Tracy Hadden Loh from Brookings provided a briefing about the DMV Monitor – a partnership between COG and the Brookings organizations that launched in 2025. Ms. Loh provided details about the DMV Dashboard sharing various indicators and detailing the economic challenges facing the Washington region.

Staff completed and released the 2025 Multi-Family Rental Construction report in June.

Staff briefed the TPB Technical Committee at their June 5th meeting about the COG Data Center Event held on May 26th.

Staff submitted an initial Cooperative Forecasting Desk Guide based on the COG Cooperative Forecasting Program. This guide will provide the steps and major milestones for developing and coordinating the Cooperative Forecast.

Staff attended the Baltimore Metropolitan Council (BMC) Cooperative Forecasting Group virtual meeting on June 24, 2026.

Staff participated in a peer exchange with other Metropolitan Planning Organizations (MPOs) on metropolitan planning requirements and practices.

FY26 Highlights/End-of-Year Recap:

Staff released twelve REMS reports during FY 2026 (July 2025 – June 2026) containing data points that track the region's job growth, unemployment, inflation, and housing production.

Staff continued the work on the REMS Dashboard during FY 2026.

Staff completed (September 2025) the 2024 Commercial Construction Indicators Report that provides information on the number, location, structure type, and size of new commercial development in the COG Region.

Staff completed the Cooperative Forecasting Quality/Control Assurance Memo based on the COG Cooperative Forecasting Program (September 2025).

The COG Board approved the Round 10.1 Cooperative Forecast in late 2025.

Staff made informational presentations to the TPB Technical Committee (November 2025) about the Round 10.1 Cooperative Forecast and (June 2026) briefed the committee about the COG Data Center Forum held in May 2026.

Staff completed (December 2025) the 2024 Multi-Family Rental report that provides information on the number, location, and size of new multifamily residential development projects in metropolitan Washington.

Staff completed the Suggested Baseline Employment Memo for Year 2024 and provided a presentation about the memo to the Cooperative Forecasting and Data Subcommittee (February 2026).

Staff completed the review of the Round 10.1 TAZ level data and transmitted them to TPB staff (March 2026).

Staff completed (April 2026) the 2025 Commercial Construction Indicators Report that provides information on the number, location, structure type, and size of new commercial development in the COG Region.

Staff completed (June 2026) the 2025 Multi-Family Rental report that provides information on the number, location, and size of new multifamily residential development projects in metropolitan Washington.

Staff completed the initial draft of the Cooperative Forecasting Desk Guide. This guide will provide the steps and major milestones for developing and coordinating the COG Cooperative Forecast. (June 2026).

Staff attended (virtual) the Baltimore Metropolitan Council (BMC) Cooperative Forecasting Group meetings during FY 2026 (August, February, April, and June).

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS	\$807,498	\$217,471	80%	75

9. COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Standard operations continued for 46 open Enhanced Mobility projects. Eleven requests for reimbursements totaling \$141,403.61 were processed and paid. One closeout was processed for a Round 4 contract. One contract amendment was processed for a no-cost extension. Staff conducted one site visit with one subrecipient. One budget adjustment was processed.

FY26 Highlights/End-of-Year Recap:

The solicitation process for new Enhanced Mobility projects concluded in summer 2025. Staff convened a selection committee to identify 25 projects to receive a share of the \$10.8 million federal allocation. Projects were approved by the TPB in December 2025 (TPB Resolution R6-2026). Staff subsequently commenced the application process in TrAMS to program the award. FTA has approved and fully awarded funds to TPB as of June 2, 2026.

Simultaneously, staff administered 45+ open projects. This included processing monthly requests for reimbursement, monitoring subrecipient compliance with federal regulations, overseeing subrecipient contract and procurement activity, collecting and reviewing quarterly/annual subrecipient reports, placing vehicle orders and inspecting vehicles, conducting subrecipient site visits, and providing project implementation guidance to subrecipients. Federally required reports were maintained and submitted for review, including the Annual Rolling Stock report, Federal Funding Accountability and Transparency

Act (FFATA) data collection, triennial Title VI Program update, and annual FTA Certifications and Assurances. Project updates were reported to FTA on a quarterly basis.

9.2 Regional Roadway Safety Program

Work on all the FY 2026 RRSP projects was underway. See below:

- **City of Alexandria, Braddock Road Safety Improvements:** The City hosted an open house on June 4th to present the concepts to the public and receive feedback. The consultant team and City staff met to review and discuss the comments about the Synchro Analysis, key modeling assumptions, and the final report. The consultant team finalized the report by incorporating the finalized comment responses, confirmed assumptions, and documentation of the analysis approach. Work on this project is complete.
- **Fairfax County, Tom Davis Drive Traffic Calming 30% Design:** The consultant team completed and delivered an existing conditions memo, design alternatives, a final concept plan and cost estimates, and a final project report. Work on this project is complete.
- **Prince William County, High School Pedestrian Safety Improvements Prioritization Study:** VDOT staff provided comments to the countermeasure recommendations, and the consultant team continued to incorporate those comments into the final recommendations. Work on this project is complete.
- **City of Rockville, Rollins-Twinbrook Complete Street Feasibility Study:** The final deliverables for this project were delivered. Work on this project is complete.

FY26 Highlights/End-of-Year Recap:

- All four (4) FY 2026-funded RRSP projects completed on schedule. Activities included consultant selection, project oversight, and project administration.
- Six (6) FY27-funded RRSP project proposals were approved by the TPB, for completion in FY27. 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 and website updates.

9.3 Transportation Alternatives Set-Aside Program

FY26 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 2026, the TPB selected projects for Virginia (two-year cycle) and Maryland. The District of Columbia (like Virginia) conducts its selection activities on a two-year cycle and the next cycle will be in the fall of 2026.

Activities in FY 2026, listed below, included coordination with the state DOTs, and evaluation, selection, and approval of projects for funding:

- MD TAP, May-July 2026 – 1 project (design and construction), \$2,000,000
- VA TAP, January-February 2026 – 7 projects (design and construction), \$12,500,000

9.4 Transportation Land Use Connections Program

Work on all the FY 2026 TLC projects was underway. See below:

- **City of Alexandria, Beauregard Trail Feasibility Study:** The consultant team and city staff finalized the report and submitted the final deliverables. Work on this project is complete.
- **DC, Curbless Streets: Goldbook Specifications, F St NW Design, and Prioritization Methodology:** The consultant considered final comments on the guidelines and on the renderings and visualizations of the concept design of F Street NW and completed the final design specification report. Work on this project is complete.
- **Fairfax County, Westpark Drive 30% Design Cycletrack Project:** The consultant team incorporated VDOT and FCDOT comments into the final report, 30% design plans, and cost estimates. Work on this project is complete.
- **Montgomery County, Capital Bikeshare Strategic Plan:** The consultant team incorporated Montgomery County staff's comments into the final draft report and the final plan, summary slides, and benefits of bikeshare one-pager were delivered. Work on this project is complete.
- **Prince George's County, Northern Prince George's East-West Bikeway Feasibility Study:** The Northern Prince George's East-West Bikeway Feasibility Study and Existing Conditions Report were completed

FY26 Highlights/End-of-Year Recap:

- All five (5) FY26-funded TLC projects were completed on schedule. Activities included consultant selection, project oversight, and project administration.
- Six (6) FY27-funded TLC project proposals were approved by the TPB, for completion in FY27.
- 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.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	\$1,652,699	\$143,221	70%	77

10. TPB MANAGEMENT AND SUPPORT

10.1 Transportation Planning Board Committee Support and Management and UPWP

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

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

- Coordination of TPB Planning Activities with Program Directors day-to-day management of and allocation of staff and financial resources.
- Monitoring all work program activities and expenditures.

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

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

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

Work activities the Director was involved in during **JUNE 2026 FY 2026** includes:

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

Other added activities for the TPB Staff Director for **JUNE 2026 FY 2026** include Telephone / Web Ex / Microsoft Teams Communications:

- DMV Moves Coordination Meeting
- Capital Trails Coalition Summit
- Commuter Connections Employer Awards
- CAO Committee Meeting(s)

UPWP

The UPWP activities include:

- Supervise the preparation, negotiation, and approval of the annual work program and budget.
- Involving the State Transportation Agencies, the TPB Technical Committee, the TPB Steering Committee and the TPB.
- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	\$1,591,680	\$424,298	41%	79
District of Columbia	\$302,828	\$62,689	24%	79
Maryland	\$537,830	\$24,866	19%	81
Virginia	\$473,488	\$196,950	72%	83
Regional Transit	\$277,533	\$139,791	51%	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

Staff participated in bi-weekly check-in meetings for the DDOT LiDAR Evaluation Project to make sure the progress of the task is on track.

Staff reviewed and approved the first invoice of DDOT LiDAR Evaluation Project..

FY26 Highlights/End-of-Year Recap:

Staff developed, finalized, and awarded the task order for the DDOT LiDAR Evaluation Project in coordination with DDOT, ICF, and COG management.

Staff supported implementation of the LiDAR Evaluation Project through the kickoff meeting, biweekly progress meetings, schedule coordination, invoice review and approval, and evaluation of potential technical support for future LiDAR equipment procurement.

Staff applied FY 2026 UPWP Technical Assistance funding for additional DC short-term traffic counts, including counts needed because of impacts from the 2025 federal government shutdown.

Staff provided DDOT Performance and Asset Management staff with overviews of current and potential UPWP Technical Assistance projects.

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.

FY26 Highlights/End-of-Year Recap:

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

11.C Virginia

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Travel Monitoring and Survey

Staff performed the data review from the contractor and began the data analysis on VDOT/NVTC I-66/I-395 Mode Share Study.

Staff requested transit ridership data from the transit operators on I-66/I-395 Mode Share Study.

The traffic counting consultant summarized and delivered the data from the active transportation counts that they performed in spring 2026.

Staff received all spring 2026 VDOT active transportation counts data files and video files and began reviewing the data.

Staff performed the QA/QC of Eco-counter data for June 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.

FY26 Highlights/End-of-Year Recap:

Staff completed the Spring 2025 VDOT Active Transportation Counts project, including data and video review, contractor coordination, results analysis, report development, and transmittal of the final report, detailed count files, GIS data, and supporting deliverables to VDOT.

Staff planned and administered the Fall 2025 and Spring 2026 VDOT Active Transportation Counts project, including location selection, task order development, kickoff meetings, contractor guidance, schedule adjustments, data collection monitoring, and deliverable review.

Staff coordinated with VDOT, the contractor, and COG procurement staff to revise task orders and schedules for travel monitoring activities affected by the 2025 federal government shutdown.

Staff updated the VDOT Active Transportation geodatabase to incorporate completed studies and provided updated GIS datasets and supporting files to VDOT.

Staff administered the FY 2026 VDOT/NVTC I-66/I-395 Mode Share Study, including task order development, contractor oversight, schedule and count-plan review, data collection monitoring, and coordination with VDOT, NVTC, transit operators, and other stakeholders.

Staff reviewed the submitted I-66/I-395 Mode Share Study data, began data analysis, and collected supporting transit ridership information.

Staff conducted recurring QA/QC, field inspections, testing, and maintenance for the eight VDOT-owned Eco-Counters along I-66. Staff replaced batteries, diagnosed equipment issues, coordinated procurement and subscription activities, and restored all eight counters to proper operation.

Staff supported VDOT planning and analysis through review of I-66 person-throughput trends, provision of technical data and insights, and discussions of potential FY 2027 UPWP Technical Assistance activities.

Staff trained a new transportation data analyst on active transportation count analysis, QA/QC procedures, and report development.

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

11.D Regional Transit

1. Program Development, Data Requests, and Miscellaneous

No activity.

2. Transit Within Reach Program

Work on all the FY 2026-2027 TWR projects was underway. See below:

- Fairfax, Sunrise Valley Drive Protected Bicycle Infrastructure (30% Design): The project team made progress on crash data analysis and the basemap and sign inventory is completed for 30% design. Discussions are still ongoing between FCDOT and VDOT and a traffic study is pending the determination of growth rate.
- Montgomery, Lockwood Drive Shared Use Path (30% Design): The consultant team provided an existing conditions and needs assessment report and the project remains on schedule.
- Rockville, Lewis Avenue Bicycle & Pedestrian Improvements (Preliminary Design): The consultant team incorporated the City's feedback into the existing conditions report. The consultant team presented initial recommendations for the challenges identified in the existing conditions report.

3. Other Tasks to be Defined

No activity.

FY26 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 2025, staff launched the third two-year round of the program (for FY 2026- 2027) in 2026 using a process similar to that used for TLC. Staff conducted a solicitation in August-September for applications. Three applications were received. A selection panel chose three projects for funding, which were approved by the TPB in November 2025. Staff conducted consultant procurement in the winter of 2025-2026.

The three new projects were launched in March and April 2024. The three FY 2026-2027 projects were as follows:

- Fairfax County, Sunrise Valley Drive Protected Bicycle Infrastructure 30% Design
- Montgomery County, Lockwood Drive Shared Use Path 30% Design
- City of Rockville, Lewis Avenue Bicycle and Pedestrian Improvements Preliminary 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.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management

- Staff reviewed billing information provided by the accounting team and prepared the CASP 39 invoice for submission to the FAA.
- Staff prepared and submitted the CASP 40 progress report to the FAA.
- Staff updated the monthly enplanement data for BWI, DCA, and IAD using the latest figures from MWAA and MAA.

2025 Ground Access Travel Time Study Update

- Staff addressed feedback from the Aviation Technical Subcommittee on the Ground Access Travel Time Study report.

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

- Staff reviewed and provided detailed comments on the draft 2026 Regional Air Passenger Survey Methods Report and coordinated with the survey contractor to strengthen methodological documentation and reporting of survey performance metrics.
- Staff conducted quality assurance review of APS survey data, resolved data audit issues with the contractor, and reviewed revised response datasets, codebooks, flight-level summary data, and supporting documentation.
- Staff coordinated receipt and review of the final APS project deliverables, including the final Methods Report and associated survey datasets and technical appendices.

2023 Ground Access Forecast and Element Update

- This project is now complete.

FY26 Highlights/End-of-Year Recap:

2025 Washington-Baltimore Regional Air Passenger Survey (APS)

The Regional Air Passenger Survey (APS) was the primary focus of CASP activities during FY2026. TPB completed survey planning, finalized the survey methodology, coordinated airport logistics, and worked closely with airport partners (MWAA, MAA) and contractor/subcontractor staff (ICF and Ebony) to prepare for field operations. Although the survey was postponed because of the federal government shutdown, TPB successfully coordinated the rescheduling of survey activities, revised project budgets and schedules, completed extensive airport re-badging efforts, and resumed preparations for spring data collection. The survey was successfully conducted in April 2026 at BWI, DCA, and IAD, with TPB staff providing oversight of field operations, quality assurance, and coordination throughout the fielding period. Following data collection, staff conducted a review of survey data deliverables and documented lessons learned to improve future APS cycles.

Ground Access Travel Time (GATT) Study

TPB completed the 2025 Ground Access Travel Time Study, including development of new travel time analyses, interactive mapping products, and reliability measures using multiple transportation data sources. Staff performed detailed geographic analyses, prepared route maps and dashboards, presented draft findings to the Aviation Technical Subcommittee, and finalized the study based on subcommittee feedback.

CASP Program Management and FAA Coordination

TPB continued effective administration of the Continuous Air Systems Planning Program by managing FAA Airport Improvement Program grants, preparing grant documentation and quarterly reports, coordinating with FAA on updated grant requirements, supporting the Aviation Technical Subcommittee, and maintaining historical aviation databases, including monthly regional airport enplanement statistics. Staff also continued implementation of the FY2026–2030 Airport Capital Improvement Program and coordinated closely with airport partners throughout the fiscal year.

Progress on Plan Products

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

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

Specific Projects/products:

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

TPB Work Program Progress Report

June 2026 FY 2026

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

TPB Work Program Progress Report

June 2026 FY 2026

34	Regional Activity Centers Map Update	No	March 2025
35	Round 10.1 Cooperative Forecasts	No	October 2025
36	TLC projects (9 individual products)	Yes	June 2025
37	Transit Within Reach (TWR) projects (3 individual products)	Yes	Dec 2024
38	Regional Roadway Safety Program (6 individual products)	Yes	June 2025
39	Enhanced Mobility Grantee Solicitation	No	Summer 25
40	Performance-Based Planning & Programming: PBPP for CMAQ	No	Ongoing in 2026-2027
41	Identify/obtain data to support Gen3 & Gen4 travel models, including RTS and TOBS	TBD	Continuous
42	Regional coordination of future transit on-board surveys (TOBS)	Yes	Multi-year
43	Implementation of new Regional Travel Survey (RTS) format, transitioning from a “once-a-decade” to a more frequent survey activity	Yes	Multi-year
44	State of the Commute Survey	Yes	January 2026
45	2025 Washington-Baltimore Regional Air Passenger Survey	Yes	Spring 2026
46	Washington-Baltimore Regional Air Cargo Element Update	No	March 2025
47	Ground Access Forecast Update	No	Spring 2025

FY 2026 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
June 2026

	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	1,621,626.60	1,357,576.06	188,654.01	84%
Subtotal	1,621,626.60	1,357,576.06	188,654.01	84%
2. Transportation Improvement Program				
Transportation Improvement Program	468,378.02	370,574.85	25,561.67	79%
TIP Database Support	255,000.00	270,168.37	20,846.33	106%
Subtotal	723,378.02	640,743.22	46,408	89%
3. Planning Programs				
Congestion Management Process	0.00	22,605.22	242.89	0%
Systems Performance, Ops & Tech Planning	220,221.64	170,225.14	10,356.02	77%
Transportation Emergency Preparedness Planning	139,586.09	120,252.76	9,886.67	86%
Transportation Safety Planning	685,051.61	530,264.78	24,027.66	77%
Bike & Pedestrian	623,630.07	456,785.06	117,892.11	73%
Regional Public Transportation Planning	680,420.36	658,362.44	66,229.09	97%
Freight Planning	395,683.00	215,227.22	20,455.84	54%
Metropolitan Area Transportation Operation Coord Program Planning	121,525.73	102,680.82	6,469.83	84%
Performance-Based Planning & Programming	0.00	0	0	0%
Resilience Planning	459,516.81	487,768.4	53,336.57	106%
Subtotal	3,325,635.31	2,764,171.84	308,896.68	83%
4. Public Participation/Hum				
Public Participation	648,137.16	643,820.9	2,819.18	99%
Subtotal	648,137.16	643,820.9	2,819.18	99%
5. Travel Forecasting				
Software Support	0.00	0	0	0%
Network Development	1,426,125.07	1,010,159.74	100,269.2	71%
Model Development	2,100,708.58	1,363,622.19	164,829.2	65%
Subtotal	3,526,833.65	2,373,781.93	265,098.4	67%
6. Mobile Emissions Planning				
Air Quality Conformity	1,360,649.12	1,067,940.88	80,915.1	78%
Mobile Emissions Analysis	1,987,485.85	1,419,968.4	107,101.69	71%
Subtotal	3,348,134.97	2,487,909.28	188,016.79	74%
7. Travel Monitoring and Data Programs				
Research & Analysis	3,556,389.31	2,445,114	219,977.76	69%
Data Visualization & Management	855,681.79	785,777.37	76,992.42	92%
Congestion Management Program	863,875.96	226,328.13	27,343.77	26%
Subtotal	5,275,947.06	3,457,219.5	324,313.95	66%
8. Planning Scenarios and Socioeconomic Forecasting				
Socioeconomic Forecasting	1,205,180.22	775,605.38	102,437.2	64%
Scenario Planning	0.00	0	0	0%
Subtotal	1,205,180.22	775,605.38	102,437.2	64%
9. Transportation Alternativ				
Transportation and Land Use Connections Program	523,039.19	587,615.4	214,950.48	112%
Enhanced Mobility Grant Program	0.00	693.88	693.88	0%
Transportation Alternatives Set-Aside Programs	37,600.92	23,072.01	0	61%
Regional Roadway Safety Program	246,856.71	38,509.36	1,827.19	16%
Subtotal	807,496.82	649,890.65	217,471.55	80%
10. TPB Support and Management				
TPB Support and Management	1,652,698.14	1,160,911.68	143,221.97	70%
UPWP	0.00	166.9	0	0%
Subtotal	1,652,698.14	1,161,078.58	143,221.97	70%
Core Program	22,135,067.95	16,311,797.34	1,787,337.73	74%
A. District of Columbia Technical Assistance				
Program Development & Misc.	302,828.90	71,615.92	62,689.53	24%
B. Maryland Technical Assistance				
Program Development & Misc.	537,830.77	102,000.07	24,866.59	19%
C. Virginia Technical Assistance				
Program Development & Misc.	473,487.73	340,803.13	196,950.55	72%
D. Public Transit Technical Assistance				
Program Development & Misc.	277,533.90	140,953.47	139,791.66	51%
Technical Assistance	1,591,681.30	655,372.59	424,298.33	41%
TPB Grand Total	23,726,749.25	16,967,169.93	2,211,636.06	72%

FY 2026 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE

June 2026
SUPPLEMENT 1

	TOTAL		FTA/STA/LOCAL		PL FUNDS/LOCAL	
	AUTHORIZED	TOTAL	AUTHORIZED	FTA	AUTHORIZED	FHWA
	BUDGET	EXPEDITURES	BUDGET	EXPENDITURES	BUDGET	EXPENDITURES
A. District of Columbia Technical Assistance						
Program Development, Data Requests, & Misc	15,000.90	1,304.17	1,542.35	134.09	13,458.55	1,170.08
Regional Roadway Safety Program	36,000.00	35,999.01	3,701.43	3,701.33	32,298.57	32,297.68
Transportation/Land Use Connection Program-DC	0.00	0.00	0.00	0.00	0.00	0.00
TBD	251,828.00	34,311.74	25,892.31	3,527.84	225,935.69	30,783.90
Subtotal	302,828.90	71,615.92	31,136.09	7,363.36	271,692.81	64,252.56
B. Maryland Technical Assistance						
Feasibility/Special Studies	24,999.87	0.00	2,570.42	0.00	22,429.45	0.00
Program Development, Data Requests, & Misc	15,000.90	0.00	1,542.35	0.00	13,458.55	0.00
Regional Roadway Safety Program-MD	42,000.00	0.00	4,318.33	0.00	37,681.67	0.00
Transportation/Land Use Connection Program-MD	300,000.00	102,000.07	30,845.23	10,487.38	269,154.77	91,512.69
TBD	155,830.00	0.00	16,022.04	0.00	139,807.96	0.00
Subtotal	537,830.77	102,000.07	55,298.37	10,487.38	482,532.40	91,512.69
C. Virginia Technical Assistance						
Program Development, Data Requests, & Misc	15,000.90	0.00	1,542.35	0.00	13,458.55	0.00
Regional Roadway Safety Program-VA	42,000.00	0.00	4,318.33	0.00	37,681.67	0.00
TBD	75,188.00	0.00	7,730.64	0.00	67,457.36	0.00
Transportation/Land Use Connection Program-VA	80,000.00	133,437.23	8,225.39	13,719.67	71,774.61	119,717.56
Travel Demand Modeling	24,999.87	0.00	2,570.42	0.00	22,429.45	0.00
Travel Monitoring	236,298.96	207,365.90	24,295.65	21,320.83	212,003.31	186,045.07
VA Other Tasks	0.00	0.00	0.00	0.00	0.00	0.00
Subtotal	473,487.73	340,803.13	48,682.79	35,040.50	424,804.94	305,762.63
D. Public Transit Technical Assistance						
Program Development, Data Requests, & Misc	15,000.90	0.00	15,000.90	0.00	0.00	0.00
Regional HCT Graphic/Map	0.00	0.00	0.00	0.00	0.00	0.00
TBD	12,533.00	0.00	12,533.00	0.00	0.00	0.00
Transit Within Reach Solicitation	250,000.00	140,953.47	250,000.00	140,953.47	0.00	0.00
Subtotal	277,533.90	140,953.47	277,533.90	140,953.47	0.00	0.00
Grand Total	1,591,681.30	655,372.59	412,651.15	193,844.72	1,179,030.15	461,527.87