FY 2025

National Capital Region Transportation Planning Board

Work Program Progress Report
March 2025

FY 2025

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

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Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	$1,776,609	$177,407	60%	43

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 – Visualize 2045 Implementation
Staff reviewed the remaining PIT form fields for the DC project inputs to Visualize 2050 and assessed the extent of the TPB's priority strategies implementation that could be derived from proposed projects and programs. Staff prepared the spreadsheets for internal staff review of the MD and VA projects as well.

1.2 – Environmental Justice and Equity
Staff reviewed the working draft sections of Visualize 2050 and made modifications to remove references to Equity Emphasis Areas.

1.3 – Future Plan Development
Staff presented to the STWG, Technical Committee, Community Advisory Committee, and TPB in March providing an overview of current activities and what to expect later this year when the draft plan is released. Staff continued assisting agencies as they progressed through the remaining six steps of the zero-based budgeting exercise, keeping track of which agencies were on which steps. Staff subject matter experts conducted a DC projects review, discussed takeaways identified and improvements to the PIT form recommended. Staff prepared the VA projects spreadsheet for SME review. Staff continued coordinating with VDOT on the SEL project and a presentation to the TPB in April and kept up with the DMV*Moves* Initiative.

Staff held the monthly 2050 team meeting, weekly meetings for plan coordination and PIT items. Staff met bi-weekly with the graphic designer, reviewed, and finalized constructing the new Visualize 2050 website in advance of sharing it publicly in March. Staff continued drafting sections of the plan and parts of the Visualize 2050 process documentation.

1.4 – Federal Compliance
Staff modified draft content in the Visualize 2050 plan that referenced equity and environmental justice per recent executive orders and discussed how to analyze for income in the future.

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

1.6 – Resiliency Planning
Staff continued to make progress on two consultant projects, the Regional Interior Flooding Analysis and the Economic Impact Case Study/Analysis, which will continue to enhance our understanding of resilience challenges on the transportation system of the region. For the interior flooding analysis, staff worked with the consultant on Fathom data review and analysis, including reviewing methodology, naming conventions, draft analysis, etc. Work on the economic impact case study project continued with various levels of analysis completed by the consultant on the initial asset selected, the bus stop, which has neared completion. Staff completed first round review of the white

paper developed summarizing the bus stop case study results, began analysis on rail stop case study and narrowed down asset selection for bridge, road segment and rail segment for economic analysis study. Staff scheduled Q3 subcommittee meeting of the Regional Transportation Resilience Subcommittee (RTRS) for May 30, and began planning the agenda.

Staff also continued to work across departments at COG and the region, including with DDOT on potential transportation resilience plans, providing insight and review, sat in on meeting for new extreme heat analysis project. Continued working with the TPB GIS department on various ongoing data analysis projects, reviewed new White House guidance on resilience, and connected individually with various MPO resilience staff to check in on projects and progress. Staff also continued to participate in advancing the field of transportation resilience planning by attending webinars and reviewing reports, and continues to serve on the leadership team organizing AMPO's Environment and Resiliency interest group quarterly webinars, attending bi-monthly resilient roads roundtable meetings, attended a webinar about a resilience tech startup FloodMapp, attended meetings about potentially hosting a resilience and risk insurance workshop, and monthly meetings with transit resilience planners from up and down the east coast.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	$611,722	$66,487	52%	47

2. *TRANSPORTATION IMPROVEMENT PROGRAM*

2.1– *Transportation Improvement Program (TIP)*

At its meeting on Friday, March 7 the TPB Steering Committee reviewed and adopted the following four resolutions approving amendments to the FY 2023-2026 TIP requested by MDOT, Montgomery County, VDOT, and VDRPT:

- TPB SR33-2025: MDOT added $8.15 million in HSIP and matching funds for the new **US 340 Ramp Modifications project in** Frederick County; and released $5.72 million in PE funding for the **I-95/I-495 Interchange at Medical Center Drive (T11578)** in Prince George's County and increased the total cost to $84.45 million. Completion was delayed from 2025 to 2035.

- TPB SR34-2025: Montgomery County DOT added $29.8 million for construction of the **North Bethesda Metro Station Improvements (T13666)** with a total project cost of $37.915 million.

- TPB SR35-2025: VDOT requested a set of amendments that added approximately $50.9 million for the **Sterling Boulevard – 4 Lane Construction on New Alignment (T6663)** project in Loudoun County and approximately $95.2 million for the **University Boulevard Extension (Devlin Road to Wellington Road) (T6695)** in Prince William County.

- TPB SR36-2025: VDRPT requested the set of six amendments listed below, adding approximately $7.8 million for three PRTC programs and approximately $17.3 million for two new VRE projects while releasing $99.5 million from an existing VRE project for a net decrease of $74.4 million from DRPT's STIP.

- T6629 - PRTC Commuter Assistance Program: 4-year program total increased from $696,968 to $2,188,276.
- T6630 - Bus Replacement (OMNIRIDE Express Commuter Buses): total cost increased from $7,220,000 to $11,331,941.

- T4506 - PRTC – Bus Acquisition / Replacement Program: 4-year program total increased from $3,312,505 to $5,562,505.
- T13667 - VRE Property Acquisition for Manassas Line Operating Easement: new project with total cost of $10,569,400.
- T13668 - VRE Seminary Yard Midday Storage Replacement Facility: new project with total cost of $6,774,870.
- T4070 - VRE Storage Yard Improvements: total cost decreased from $151,650,140 to $52,183,631.

During the month of March, TPB staff processed administrative modifications to 16 projects for DDOT (7), VRE (5), and MDOT- SHA, MDOT-MTA, Montgomery County, and PRTC (1 each).

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

- Updated Project Type list and setting several as historical

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

- Custom changes to functionality of Project Import tool (complete)
- Limit plan revisions by Lead Agency/Region (complete)
- Component Projects report (complete)
- Customize Project Import tool to accept multiple Project IDs in a single field.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	$3,639,007	$164,730	54%	49

3. PLANNING ELEMENTS

3.1. *Performance-Based Planning*
Staff reviewed highway system performance and highway asset data, in support of Visualize 2050 and as new annual performance data became available.

3.2 *Congestion Management Process*

Staff reviewed and revised all six Quarterly National Capital Region Congestion Reports in accordance with Eric's comments for approval and release.

Staff reached out to the support team of RITIS to ensure the most appropriate data was used for the NCRCR of 2023 Q2.

Staff contributed to the development of Visualize 2050 process documents.

Staff drafted and submitted SME review of policy questions and strategies, as requested.

Staff summarized and shared uncertified estimations of TTRs, TTTR, and PHED, as requested on March 4.

Staff summarized and shared federal guidelines and regulations specifying the requirements for MPOs to develop and administer their Congestion Management Process (CMP), as requested on March 7.

Staff coordinated and conducted the VPDUG meeting scheduled on March 20.

Staff prepared and presented "Congestion Mitigation in a Post-Remote Era: Addressing Traffic Challenges in D.C.'s Commute Shift" to the TPB Planning Data and Research Team Meeting on March 5.

Staff prepared and presented "Lessons from Bottleneck Rankings: An Example of Big Data Limitations in Transportation Planning" to the TPB Bimonthly Big Data User Group Meeting on March 20.

Meetings

Staff attended monthly TPB and TPB Technical Committee Meetings.

Staff attended biweekly TPB Planning Data and Research Team Meetings.

Staff attended COG Cooperative Forecasting and Data Subcommittee Meeting.

Staff attended TPB Commuter Connections Subcommittee Meeting.

Staff attended Bimonthly TPB Big Data User Group Meeting.

Staff attended Quarterly RITIS User Group Meeting.

Staff attended TPB Travel Forecasting Subcommittee Meeting.

Staff attended TPB Regional Public Transportation Subcommittee Meeting.

Staff attended Discussion on Ch.3 of Visual 2050.

Staff attended LOCUS Training.

3.3 Systems Performance, Operations, and Technology Planning

Work on assigned sections of update to the long-range plan undertaken.

Staff attended the quarterly TIMBR committee meeting on March 5, 2025.

Staff attended the WMATA Cloud-Based Transit Signal Priority Program DC Introductory Presentation on March 17, 2025.

Staff attended the TPB's Vehicle Probe Data Users Group (VPDUG) meeting on March 20, 2025.

Staff attended The Eastern Transportation Coalition's Mid Atlantic Highway Operations Group (HOGs) Member Exchange in Hanover Md on March 25, 2025.

3.4 Transportation Emergency Preparedness Planning

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

3.5 Transportation Safety Planning

Meetings were held with the consultant team to advance the Regional Safety Study update. The consultant continued its crash data analysis while beginning to draft the final report. Staff provided additional data, such as information on regional economic indicators and forecasts, to incorporate into the final report. Discussions were also held about analyses involving underserved communities. The consultant submitted a revised proposal to expand the project scope.

In addition, staff held internal discussions and completed an initial draft of a Request for Detailed Approach to conduct a benchmarking and inventory study of jurisdictional safety activities in relation to the TPB's 2020 Safety Resolution. This study was recommended during the 2024 Regional Roadway Safety Summit.

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

The Transportation Safety Subcommittee met on March 4 to discuss engagement activities for the upcoming year as well as member preferences for the meeting format and topics.

3.6. Bicycle and Pedestrian Planning

TPB staff organized and held the March 18 Bike/Ped Subcommittee meeting. Prepared a presentation for the April TPB Technical Committee on the proposed FY 2026 Bicycle and Pedestrian Planning activities and major products. Provided edits to the 2025 edition of the Commuter Connections Bike to Work Guide, reviewed and commented on the DC bike/ped projects for Visualize.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee (RPTS) met virtually on March 25. Presentations featured projects from transit agencies from both within and outside the National Capital Region, including a briefing on MTC's transit wayfinding initiative in the SF Bay Area, local wayfinding, branding, and bus stop projects by Transit Services of Frederick County and the City of Alexandria, an update on MTA's Purple Line construction in suburban Maryland, and a review of the 2024 Ride On Flex microtransit analysis which was funded by a COG Transportation Land Use Connections grant.

Staff continued work on development of the Visualize 2050 plan, including content for mode specific planning process chapters and PBPP regional target reporting for transit performance measures.

Staff attended two advisory group meetings and one task force meeting for DMV*Moves* (a regional transit funding and service improvement initiative). During March 2025, staff continued to assist with the development of meeting materials and other initiative support in partnership with WMATA, including facilitation of several working groups.

Staff attended the monthly WMATA JCC and NVTC MAC meetings, as well as NVTA's BRT Planning Working Group.

3.8. Freight Planning

Discussions were held with the Freight Subcommittee Chair on March 27 to identify topics and speakers for the May Freight Subcommittee meeting.

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

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

The Metropolitan Area Transportation Operations Coordination (MATOC) Program is an operational partnership of the region's major transportation agencies, funded outside the UPWP, but with certain planning support activities provided by TPB staff under this task.

The final meeting for the winter season of the MATOC Severe Weather Coordination Working Group was held in-person at the Montgomery County Maintenance and salt facility on April 8, 2025.

The regularly scheduled MATOC Steering Committee was held on April 18, 2025. Topics discussed included communications, coordination, Traffic Incident Management topics, and the draft FY 2026 work program was discussed.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	$867,522	$67,700	58%	53

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

One online comment was received on the general comments form between noon on Tuesday, February 18, 2025 and noon on Tuesday, March 18, 2025. The comment was focused on the Intercity Bus and Rail Report.

The March meeting of the TPB Community Advisory Committee (CAC) was held virtually March 13. The meeting featured a Visualize 2050 orientation, updates on the Access for All Advisory Committee recruitment, a DMV*Moves* update and the "act locally" round-robin.

Access for All (AFA) Advisory Committee recruitment outreach began on March 10. A targeted list of well over 200 organizations were solicited, as well as media postings in English and Spanish.

4.2 Communications

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

Try a commute on two wheels! Free registration for Bike to Work Day 2025 now open
March 3, 2025

Winter 2025 TPB Highlights
March 5, 2025

DMV*Moves* Task Force sharpening its focus around key transit priorities
March 31, 2025

Staff updated the following pages on the COG website: Ground Access Travel Time Study & Forecasts, Regional Roadway Safety Program, Transportation Land-Use Connections Program, and Transportation Resilience.

Staff posted the following publications or publication updates to the COG website: 2024 Intercity Bus and Rail Travel Study, Washington-Baltimore Regional Air Cargo Study (2022 Update)

Staff shared information about TPB activities via social media:

Bike to Work Day registration open (March 3, March 27), COG Board announcement (March 12), Intercity Bus and Rail Travel Study (March 13), federal workforce impacts (March 13), TPB Meeting announcement (March 18), TPB meeting reminder (March 19), new Visualize 2050 website (March 19), Collaboration in Action safe streets video (March 21), Alexandria Complete Streets Program public forum (March 24), I-496 Southside Express Lanes meetings (March 26)

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

TPB staff launched the new Visualize 2050 website, presenting the website to the TPB Technical Committee on March 7 and the TPB board on March 19. Staff continued review and editing of Visualize 2050 plan chapters and process documents.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	$3,540,239	$240,141	45%	59

5. TRAVEL FORECASTING

5.1 Network Development

Staff continued to develop transportation networks for the analysis years of 2017, 2022, 2032 and 2038 for the ongoing development of on-road mobile-source emissions inventories for the 2015 ozone National Ambient Air Quality Standards (NAAQS) Maintenance State Implementation Plan (SIP). Specifically, staff completed network coding and is currently conducting quality assurance of the files associated with the year-2022 network. Additionally, staff began development of bus and rail fare input files for the year-2022 travel model run. Staff began network development of 2032 and 2038 networks for the SIP on-road mobile-source emissions inventories.

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

Staff completed an internal memo, dated March 17, documenting the network coding details for all transit projects included in the Visualize 2050 air quality conformity analysis.

Staff updated and tested a new module of the COGTools network management software that can be used to export files.

Staff continued to work on the network development reports for both the Gen2 and Gen3 travel models.

In the active network database, staff fixed all the network coding issues that were found in the Air Quality Conformity (AQC) Analysis of Visualize 2050 and the Gen3 Model Usability Testing.

Staff investigated and successfully fixed an issue found in the transit station file.

In response to an internal data request, staff provided documentation and related data items on the existing GTFS data processing procedure to the GIS unit of COG's Planning Data and Research (PDR) Team.

Staff streamlined the current GTFS data processing function in MS Access and demonstrated it internally. Staff tested the streamlined process and plan to incorporate it in COGTools.

Staff recommended retaining consultant assistance for migrating COGTools from the ArcGIS 10.x platform to ArcGIS Pro. Staff developed a draft memorandum, dated March 17, that describes the statement of work. The memo is currently under review.

Staff explored the feasibility of converting the current discrete, year-specific transit networks in the network database to an any-year transit network. After investigation and internal discussions, staff reached the consensus that it may be feasible to reconfigure the transportation network database to accommodate an "any-year" transit network, and that implementing it could significantly reduce the size of the network database and workload for multi-year transit network development. As the implementation would involve substantial changes to the current network database as well as COGTools, staff included it as an additional task in the draft statement of work for the above COGTools migration project.

On March 18, staff conducted the second network training session, which focused on the application/functionality of COGTools. The training was designed primarily for junior staff, but it was open to all interested team members.

Staff continued to develop utilities in Python that can be used to facilitate network development activities. In March, staff enhanced a Python program that was created in January for GTFS data processing and successfully used it to replicate the 2019 GTFS outputs for the entire region. Staff also updated a Python program to replicate the latest version of the TIP updated ("TIPUP") function in COGTools.

Staff continued to develop a highway and transit network report for the Gen3 Travel Demand Model. This report will be included in the Gen3 Model transmittal package when the model is released for production use. In parallel, staff will also develop a highway and transit network report for the Visualize 2050 work conducted using the Gen2/Version 2.4.6 Model.

5.2 Model Development and Support

The TPB Travel Forecasting Subcommittee (TFS) generally meets in odd-numbered months. Staff attended and presented at the March 21 TFS meeting. Staff also prepared the draft meeting highlights. The meeting covered the following main topics:

- Intercity Travel Survey
- COG/TPB Gen3 Travel Model: Status report
- Announcement: Upcoming Requests For Proposals (RFPs): 1) Consultant assistance with travel demand forecasting methods used by the COG/TPB staff; 2) Consultant assistance with updating the COGTools network editing and management software used by the COG/TPB staff.

Generation 2/Ver. 2.4 Travel Model

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

Staff met with Virginia Department of Transportation (VDOT) staff, Loudoun County staff, and consultants on March 13 to discuss the Gen2/Ver. 2.4 and Gen2/Ver. 2.4.6 modeling results in a Route 7 corridor study.

Generation 3 Travel Model

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

- COG and RSG staff had two ad-hoc check-in meetings on March 12 and 21 to coordinate work activities prior to a staffing change at RSG.
- Staff continued to make updates, including new features, feature enhancements and bugfixes, to the Gen3 Model as needed.
  - o RSG was tasked with addressing several issues identified based on the usability testing results, including two additional issues found in February. RSG staff provided status updates on March 12 and 21 (noted above).
  - o Staff continued to review the Gen3 Model User's Guide and update it up to Version 1.0.3.
  - o Staff continued to work on an extension of the existing "View-from-Space" summary program to include additional model summaries.
  - o The testing of ActivitySim Version 1.3.1 for the Gen3 Model was put on hold.
  - o Staff tested different stopping criteria in the toll searching algorithm to better match simulated tolls with the observed data. The testing is currently on hold until RSG updates the Gen3 Model.
- Staff continued to work on the Gen3 Model usability testing:
  - o Staff presented year-2050 usability testing results to the TFS.
  - o Staff conducted three hypothetical sensitivity tests, representing year-2025 conditions, that aim to compare the responses of the Gen2 and Gen3 Model in the same or a largely consistent scenario setup, and to showcase the capability of the Gen3 Model to provide additional insights making use of its disaggregated data. Specifically,
    - Staff conducted a sensitivity test that added one lane per direction on I-95 between the DC and Baltimore beltways and documented the work in a draft memo dated 3/12/25.
    - Staff conducted another 2025 sensitivity test that simulated the telecommuting frequencies in a post-Covid condition. This test is currently on hold as RSG is working to address the discrepancy by updating the

coordinated household daily activity pattern (CDAP) coefficients in the Gen3 Model.

- Staff conducted a third sensitivity test that implemented a hypothetical cordon pricing scheme in DC's CBD. Staff developed a draft memo, dated 3/14/25, that documents this work.

o While waiting for the updated model from RSG, staff conducted a preliminary Visualize 2050 performance analysis using the Gen3 Model as part of usability testing and developed utilities to support this analysis. Specifically,

- Staff developed Python and Cube Voyager scripts that generate aggregate Gen3 Model statistics both on the demand side and on the supply side (trip assignment) for the TPB Planning Area and three subareas. Staff also compared the preliminary results to their counterparts from the Gen2 Model. Staff plans to create additional summaries per discussion on March 31.
- Staff updated a summary program that computes Person Miles of Travel (PMT) on reliable modes so that it can work with the Gen3 Model. Staff also compared the preliminary results to their counterparts from the Gen2 Model.
- Staff developed an accessibility summary program that computes the zonal changes in job accessibility by auto and by transit for the Gen3 Model. Staff also created preliminary ArcGIS maps that visualize changes in job accessibility and compared them to their counterparts from the Gen2 Model. Staff are in the process of investigating the differences between the Gen2 and Gen3 Model maps.
- Staff computed total VMT for TPB Planning Area residents and resident VMT by subarea using an existing subpopulation analysis program. Staff compared the results between the Gen2 and Gen3 models.

Software support

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

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

Other activities

In March, staff serviced three data requests:

- The first request was for the Gen2/Ver. 2.4.6 Travel Model, and the second request was for the "loaded-link" highway network files for the years 2017, 2021, 2023, 2025, 2030, 2040, and 2045, both made by a consultant working on the Strategically Targeted Affordable Roadway Solutions (STARS) study for Loudoun County and Arlington County.

- The third request was for "loaded-link" highway network files for the years 2017, 2021, 2023, 2025, 2030, 2040, and 2045 from the Gen2/Ver. 2.4.6 Travel Model by a consultant working for Street Retail, Inc. to compare annualized growth percentage assumptions currently being used in an air quality analysis.

Staff explored the usability and functions of the LOCUS data portal and attended a training session provided by LOCUS on March 20. Staff also attended the bi-monthly Big Data User's Group Meeting on March 20.

In support of the upcoming 2025/2026 Regional Travel Survey (RTS), staff reviewed the RFP document and provided comments on March 21. Two staff members also volunteered in a weeklong testing of survey apps in preparation for the RTS.

Staff continued to work with Bentley Systems, Inc. staff on testing Cube 2025 with COG/TPB's regional travel models. In March, staff provided Bentley with a fix to a missing dynamic link library (DLL) file error encountered by Bentley staff when testing the Gen2 Model (PT version) with Cube 2025.

Staff attended ActivitySim Consortium meetings regularly on Tuesdays and Thursdays. Staff also attended the Monthly Partners-Only Check-in meeting on March 20.

Staff continued to conduct daily modeling work on AWS cloud servers and work with IT to resolve issues encountered on the AWS servers.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	$3,287,883	$251,314	53%	63

6. MOBILE EMISSIONS PLANNING

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

Staff continued to attend coordination meetings related to scheduling tasks for the 2025 update of the region's Long-Range Transportation Plan (LRTP), Visualize 2050, including the air quality conformity analysis and performance analysis of the plan. In response to a senior management request, staff reviewed the list of projects in the District of Columbia to assess the project sponsors' responses to specific questions pertaining to each project.

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

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

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

Staff responded to multiple inquiries from the Virginia Department of Transportation (VDOT) regarding the regional significance status and network coding of various projects.

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

6.2 Mobile Emissions Analysis, Including Activities Associated with Emissions Reduction Activities

COG's Department of Environmental Programs (DEP) and TPB staff coordinated on a schedule for the upcoming development of a Maintenance State Implementation Plan (SIP) related to the Redesignation Request and Maintenance Plan (RR/MP) associated with the 2015 ozone National Ambient Air Quality Standards (NAAQS). DEP and TPB staff continued to coordinate with state air agencies regarding the use of the MOVES5 mobile emissions model to develop on-road mobile-source emission inventories for the plan. DEP staff briefed the Metropolitan Washington Air Quality Committee – Technical Advisory Committee (MWAQC-TAC) on the most recent developments and the new schedule (item #2). In support of this effort, TPB staff conducted travel demand modeling for the 2017 analysis year.

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

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

Staff continued to participate in other emissions reduction activities and studies. TPB staff provided feedback to DEP staff on the midcourse review questionnaire created by DEP staff to assess the progress that jurisdictions have made in implementing policies and projects that typically reduce emissions.

In support of emissions reduction activities conducted as described in the federal grants received by the region, TPB staff provided draft emissions from Visualize 2050 to DEP staff to facilitate the process.

In support of the periodic emissions inventory tracking conducted by DEP staff, TPB staff conducted travel demand and MOVES model runs for the analysis year 2023 and evaluated the best approach for moving forward.

In support of transportation planning activities conducted by the Virginia Department of Rail and Public Transportation (DRPT) and the Northern Virginia Transportation Commission (NVTC), TPB staff summarized the 2023 vehicle registration data summaries for the TPB Virginia members.

In support of the air quality forecasting research, staff provided the latest set of EPA's MOVES model input files for the region to the University of Maryland staff (from the 2022 Update to Visualize 2045).

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

evaluating the impacts of using both the new travel demand and emissions model. Staff also developed draft documentation of the new emissions modeling process that incorporates MOVES4.

Staff also continued to follow developments related to the most recent version of the MOVES model (MOVES5), which was released by the EPA (December 2024). Staff began to conduct MOVES5 model tests and document the findings.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	$5,303,709	$192,142	28%	67

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Transportation Research and Analysis

Staff revised the draft scope for the 2025/2026 Regional Travel Survey based on input from the Travel Forecasting and Emissions Analysis (TFEA) team.

Staff continued internal testing of survey smartphone apps in preparation for the upcoming Regional Travel Survey. Staff will test apps from three potential vendors, which will record daily travel for a 7-day period. Staff noted their user experience and technical issues with the app. App test members included staff from the Planning, Data and Research (PDR) team and the Travel Forecasting and Emissions Analysis (TFEA) team.

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

Staff held discussions with LOCUS, a big data vendor and a subsidiary of Cambridge Systematics. TPB staff coordinated internally about candidates who would be testing the LOCUS data product.

Staff executed the 2-month trial license agreement for LOCUS with approval from contracts and purchasing staff.

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

Staff held an internal meeting to discuss project and financial management for UPWP projects.

Staff conducted OD trip analysis and developed an interactive R-Shiny dashboard, including OD summaries, OD flows, and COGOD trends.

Staff held the bimonthly Big Data User Group meeting. Big data applications regarding visualization and traffic management were presented by TPB staff.

Staff held a meeting with DDOT staff and discussed potential technical assistance in how big data could help monitor OD trip trends.

Staff reviewed a questionnaire at the request of DEP staff that will be distributed to local government members as part of the midcourse review for the 2030 Climate and Energy Action Plan.

Staff tested the web-based survey instrument for the 2025 State of the Commute (SOC) Survey and provided comments.

Traffic Trends

Staff corrected missing information for 2023 DC Interstate facilities in the HPMS file using original pavement data provided by DDOT.

Staff finalized the preparation of the 2022 Regional HPMS file for eventual inclusion in the RTDC.

Staff used the 2023 HPMS files to calculate pavement conditions on the National Highway System in the TPB Planning Area for Performance Based Planning and Programming purposes.

Staff downloaded the 2024 National Bridge Inventory (NBI) data and began preliminary analysis.

Staff presented an evaluation of AADT from big data sources at the Vehicle Probe Data Users Group (VPDUG) meeting.

The consultant began developing hourly traffic volume estimates for the years 2019 through 2023.

Data Requests

Staff fielded a RTS data request from a researcher at the Iran University of Science and Technology.

Meetings & Conferences

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

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

7.2 Data Management and Visualization Services

Staff created several geospatial datasets, web maps, applications, and other visualization products related to federal employee population and place of employment for the COG region. Staff developed a comprehensive web app (using ArcGIS Sites) showcasing these products and worked with staff in the Office of Communications (OC) and the Department of Community Planning and Services (DCPS) to add additional content. This resource, Federal Employment in the Metropolitan Washington Area, was presented to the COG Board at its March meeting and is embedded in the COG webpage Federal Workforce Resources and Data.

Staff continued to process bus ridership data received from regional transit providers for FY22. Staff used existing data resources to link current transit network key values to agency route names and compared previous transit network datasets with the 2024 GTFS network received from the Travel Forecasting and Emissions Analysis (TFEA) team. Staff prepared comments and questions based on their analysis and provided this to the TFEA team. This work is ongoing.

Staff worked with staff from the TFEA team as well as Department of Environmental Programs (DEP) staff to develop a comprehensive geospatial dataset of regional air quality monitors. Staff created a preliminary dataset based on a map graphic and then worked with DEP staff to obtain updates to create an authoritative data source that can be used COG-wide, employing a workflow that will streamline the update process in the future.

Staff continued to make updates to the Bike to Work Day (BTWD) dataset, based on information received from Commuter Connections staff.

Staff began to research how to import data obtained from the RITIS Probe Data Analytics (PDA) suite into TPB/COG's ArcGIS environment. Staff used a tabular dataset of bottlenecks and a geospatial dataset of TMC segments, both downloaded from PDA. Staff developed a Python script to reformat

the tabular data to be suitable for geospatial visualization. Staff identified procedures to generate a final geospatial dataset of bottleneck events, and began working to automate this workflow using Modelbuilder in ArcGIS Pro. This work is ongoing,

Staff made slight changes to finalize the Power BI visualization of the WMATA Metrorail historic ridership data. Staff began discussing next steps for the product, which will be available on TPB's Resources and Applications Page (TRAP).

Staff developed a workflow on best practices for publishing a web layer to ArcGIS Portal ArcGIS Pro to streamline layer creation, reduce duplication and support collaboration among staff. This effort illustrates the continued collaboration with the Plan Development and Coordination team to coordinate the mapping and data visualization efforts for Visualize 2050 (VIZ2050).

Staff began exploring the new Census Transportation Planning Package (CTPP) data available for 2017-2021 from the CTPP Data Portal website. Staff also began to evaluate the facility of accessing identified CTPP datasets through the API provided at the CTPP website. This work is ongoing.

Staff continued to analyze the flood event data received from the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT) lab. Staff began addressing duplicate records and processing the events based on feedback received from the CATT lab staff, This item is ongoing.

Staff worked with TPB's resilience planner to download the FATHOM flood data deliverable.

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 planned and participated in the March 18th GIS Committee/GDX Working Group virtual meeting. Highlights of the meeting included: Updates on CAD2GIS and GDX happenings, a demonstration on the Arlington County Community Vulnerability Index Map, a presentation on USGS National Geospatial Program remote sensing government resources, a round table discussion on the Esri Federal User GIS Conference, and the regular status report on Virginia Next Gen 9-1-1.

Data Requests

Staff responded to a request from the Commuter Connections program director regarding the availability of geospatial data layers to support sampling strategies for the State of the Commute survey.

Staff responded to a request from the Plan Development and Coordination team regarding locating infographic icons available through the Noun Project in support of Visualize 2050.

Meetings & Conferences

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

Staff attended the Big Data Users Group meeting on March 20

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

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

Staff attended the Travel Forecasting Subcommittee meeting on March 21.

Staff met with TPB's resiliency planner and the consultant team supporting TPB's resilience work on March 24 to discuss updating the data used in the published Resilience Web Map.

Staff attended the Regional Public Transportation Subcommittee on March 25.

Staff attended the Aviation Technical Subcommittee meeting on March 27.

Staff attended the Congressional Lane TLC Client Check-in meeting on March 27.

Staff participated in the recurring meeting related to Visualize 2050 planning activities, including a meeting on March 14.

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

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

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION	$1,144,171	$83,848	40%	71

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

8.1 Regional Land Use and Transportation Coordination

Staff convened the Cooperative Forecasting and Data Subcommittee on March 11th. Greg Goodwin, with the COG staff provided a briefing about the status and schedule for updating the Round 10.0 Cooperative Forecasts. Committee members provided additional comments regarding jurisdictional revisions for the Round 10.1 Cooperative Forecast. Keith Waters with the Center for Regional Analysis and the Stephen S. Fuller Institute at George Mason University provided a presentation about the Washington region's economy. Mr. Eby, Chair led a roundtable discussion with the committee about such topics as the loss of federal workers, reduced procurement spending, high housing costs and constraints, and overall business environment.

Staff hosted a virtual meeting of the Planning Directors Technical Advisory Committee on March 21st. Dr. Terry L. Clower with the Schar School of Policy and Government at George Mason University provided a presentation about the Washington Region's Economy and Current Economic Challenges. A "Roundtable About Potential Economic Challenges" was led by Ricky Barker, Co-Chair. Some of the challenges discussed – Dr. Clower's "Change of Attitude" comment about the Washington region, potential multiplier effect of federal worker layoffs, procurement spending and impact on the region. John Kent and Greg Goodwin with the COG staff provided a briefing about the Round 10.0 Regional Activity Centers project. Mr. Barker called for action related to the Regional Activity Centers map. The map was approved and will be moved forward to the COG Board of Directors. Steven Palmer with HAND led a discussion about the potential results of the HIT 5.0 Survey scheduled for release in June 2025.

Staff released the February issue of the Regional Economic Monitoring System (REMS) report that covers the following data points for the month of January 2025: Total Employment, Over-the-Year Inflation Rate, and Unemployment Rate, and New Housing Units Authorized During the Previous 24 Months. Similar data points for other MSAs are also collected for comparison purposes with the Washington MSA but not reported out.

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

Staff continued work on the Round 10.0 Regional Activity Centers project during the month of March. Responded to questions about the map from local jurisdictions by responding to naming edits and further refinements to the Regional Activity Centers map.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS	$1,190,323	$149,961	40%	75

9. COMPLETE STREETS, MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

Standard operations continued for 49 open Enhanced Mobility projects. Fourteen requests for reimbursements totaling $198,788.56 were processed and paid. One subrecipient submitted an IFB and received Concurrence to Issue with COG's approval from Enhanced Mobility and Procurement teams. One budget adjustment was reviewed and approved. Final project reports were submitted by two subrecipients. Two vehicles were inspected and delivered to subrecipients. All Round 6 contracts were signed and executed.

9.2 Regional Roadway Safety Program
Progress on the six FY 2025 projects advanced as follows:
- **Jefferson Street Engineering, City of Frederick**: Work continued on this project as planned.
- **Randolph Road Safety Improvement Project, Montgomery County**: The consultant developed several short-term options to be presented at a public meeting.
- **Study of Proactive Approaches to Transportation Safety: Exploring near-miss data and innovation technologies, Prince George's County**: Consultant completed a draft study on best practices for near-misses.
- **Seminary Road Safety Improvements, City of Alexandria**: Alexandria held an internal charette with city staff for this project during this work period.
- **S. George Mason Drive and S. Four Mile Run Drive Intersection Alternatives Analysis, Arlington County**: Work on this project continued as planned.
- **Wilson Boulevard Safety Improvements, City of Falls Church**: The consultant continued work on an alternatives analysis for Falls Church's Wilson Blvd Corridor. Draft concepts with visuals and cross-sections were shared with stakeholders for comment and feedback.

9.3 Transportation Alternatives Set-Aside Program

Staff attended the Maryland State Highway Administration's workshop on grant opportunities to discuss TAP with MDOT staff in anticipation of the TPB's selection process for the Transportation Alternatives Set-Aside Program (TAP) for Maryland in summer 2025. Staff also met with Virginia Department of Transportation staff in anticipation of the TPB's selection process for the Transportation Alternatives Set-Aside Program (TAP) for Virginia in fall/winter 2025. Staff began

preparations for both Maryland TAP and Virginia TAP processes due to the short time frame to review, convene selection panels, and select projects for funding.

9.4 Transportation Land Use Connections Program

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

- Alexandria, Edsall Road Corridor Improvements – The consultant discussed project designs and reviewed feedback with city staff and discussed next steps in the project. City staff and the consultant also began discussions of scope changes with TPB staff.
- College Park, River Road Protected Bike Lanes Project - 30% Design Phase – The consultant continued work on project concepts and prepared for and scheduled a meeting with MDOT to discuss the project's traffic analysis as well as concepts to incorporate a temporary modular bus stop and a design for a permanent bus stop.
- DC, Capital Bikeshare Fare Study – The consultant met with the bikeshare operator and continued work on fare scenarios. The consultant also discussed with staff how to update the model after fare changes are incorporated.
- DC, Public Space Strategies to Advance Racial Equity – The consultant met with staff, reviewed staff comments received during a workshop, and incorporated staff input into the project.
- Fairfax County, Wiehle Avenue Safety 30% Design – The consultant presented the progress made in a report. This report included an overview of crash analyses, a traffic study, and an initial draft of the design plans.
- Frederick County, Southern East Street Redesign 30% Design – The consultant team continued work on project tasks and prepared to present the findings to City staff in early April.
- Montgomery County, Montgomery County VMT Tool – The consultant hosted a mid-point check in meeting to discuss the development of the VMT tool. The consultant also provided an update on the progress of developing the Excel-based tool.
- Rockville, Congressional Lane Complete Street Feasibility Study – The consultant presented draft public meeting materials to staff and addressed comments and input from staff. The consultant finalized the public meeting materials and supported staff at the public meeting held in March.
- Takoma Park, New Ave Bikeway Purple Line Connection Study – The consultant continued preparations for a public meeting scheduled to take place in April and discussed plans with staff. The consultant also continued work to develop details for a designed pocket park and visuals for concept designs.

The FY 2026 solicitation for TLC and RRSP was conducted between January 5 and March 8, 2025. Staff responded to miscellaneous questions from potential applicants until the solicitation closed in early March. Upon the closing of solicitation, staff processed application materials and shared materials with a selection panel. Staff scheduled and prepared for two selection panel meetings to take place in April and coordinated with applicants to respond to panel members' questions. Staff also prepared for and conducted site visits in March, with subsequent site visits planned for April to review project locations for feasibility and need.

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

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB MANAGEMENT AND SUPPORT	$1,628,295	$129,893	47%	77

10. TPB MANAGEMENT AND SUPPORT

Transportation Planning Board Committee Support and Management

This task includes activities not attributable to specific tasks in the work program but provides overall support for and management of the TPB and UPWP related activities.
- Provide administrative arrangements (such as preparation and distribution of meeting materials) and staff support for TPB and its various Committees, Sub-Committees, Task Forces and special TPB work groups meetings.
- Respond to requests from TPB members, federal agencies, Congressional offices, media and others for information or data of a general transportation nature
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Coordination of TPB Planning Activities with Program Directors day-to-day management of and allocation of staff and financial resources.
- Monitoring all work program activities and expenditures.

Staff support was provided for the monthly meetings of the following committees and subcommittees:
- State Technical Working Group (STWG)
- TPB Technical Committee
- TPB Steering Committee
- MWCOG Board meetings
- Transportation Planning Board (TPB)
- MATOC Steering Committee
- TPB Community Advisory Committee (CAC)
- Access for All (AFA)
- Regional Public Transportation Subcommittee (RPTS)
- Bicycle & Pedestrian Subcommittee
- COG Planning Directors
- TPB Freight Subcommittees
- CAOs Monthly
- Aptos System Performance Operation & Technology Subcommittee (SPOTS)

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

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

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

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

UPWP

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

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	$1,686,948	$75,339	24%	79
District of Columbia	$296,890	$5,000	2%	79
Maryland	$537,832	$66,476	23%	81
Virginia	$446,894	$3,863	32%	83
Regional Transit	$405,331	$0	31%	85

11. TECHNICAL ASSISTANCE

11.A District of Columbia

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Regional Roadway Safety Program

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

3. Transportation / Land Use Connections Program

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

4. Other Tasks to Be Defined

No activity.

11.B Maryland

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Project Planning, Feasibility, and Special Studies

No activity.

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

4. Regional Roadway Safety Program

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

5. Other Tasks to be defined

No activity.

11.C Virginia

1. Program Development, Data Requests, and Miscellaneous Services

No activity.

2. Travel Monitoring and Survey

Staff received and reviewed the proposed locations for Spring 2025 active transportation counts from VDOT.

Staff drafted the task order for the Spring 2025 active transportation counts and delivered it to the consultant for a cost estimate.

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

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.

11.D Regional Transit

1. Program Development, Data Requests, and Miscellaneous

No activity.

2. Transit Within Reach Program

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

3. Other Tasks to be Defined

No activity.

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

Program Management

- Staff coordinated with the GIS team to update 2024 enplanement figures and the enplanement dashboard.
- Staff has updated the monthly enplanement data.
- Staff prepared the documents for the March 27, 2025, Aviation Technical Subcommittee (ATS) including the agenda and meeting highlights from the January 23, 2025 meeting.
- Staff arranged logistics for and supported the March meeting of the Aviation Technical Subcommittee.
- Staff started working on the application for the AIP Grant 3-11-8840-23-2025 (CASP 40).
- Staff started working on the preparation of closing the AIP Grant 3-11-8840-019-2021 (CASP 36).

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

- Staff delivered an update on the APS Geographic Findings to the Aviation Technical Subcommittee on March 27.
- Staff submitted a draft report for the 2023 Regional Air Passenger Survey (APS) Geographic Findings for review by the Aviation Technical Subcommittee (ATS).

Air Cargo Element Update

- Staff finalized the Air Cargo Update and provided a final report to the Aviation Technical Subcommittee and posted it to the COG website.
- This project is now complete.

2023 Ground Access Forecast and Element Update

- Staff delivered an update on the Ground Access Forecast Update to the Aviation Technical Subcommittee on March 27.
- Staff continued working on the Ground Access Forecast Update (GAFU) by reviewing previous reports and SAS files.
- Staff reviewed scripts used in previous GAFU updates and started writing a new Python program based on previous SAS scripts.

2025 Ground Access Travel Time Study Update
This project has not started.

Progress on Plan Products

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

- The Visualize 2050 National Capital Region Transportation Plan is anticipated to be approved in December 2025, which is later than previously planned (June 2025) since the Air Quality Conformity (AQC) Analysis will now include two options: One without the I-95/495 Southside Express Lanes (SSEL) and one with the facility. The focus in 2025 is the AQC Analysis, the Plan Performance Analysis, and all the planning elements in the documentation.
- The FY 2026-2029 Transportation Improvement Program will be developed (December 2025 approval).
- Nine TLC projects for FY 2025 will be completed (June 2025)
- Six RRSP projects for FY 2025 will be completed (June 2025)
- Three Transit Within Reach projects will be completed (December 2024)
- TPB will select FY 2026 projects for funding and/or consultant services for the DC and Maryland Transportation Alternatives Set-Aside Program, Transportation and Land Use Connections projects, and Regional Roadway Safety projects.
- TPB will set Performance Based Planning and Programming targets for the following federal categories: Annual Highway Safety Targets, Annual Transit Safety Targets, and Transit Asset targets.
- TPB conducted a Regional Curbside Management Forum (August 2024)

Specific Projects/products:

#	PROJECT/STUDY/DELIVERABLE	Consultant?	Est Compl Date
1	Visualize 2050 plan document	No	Dec 2025
2	Visualize 2050 process document	No	Dec 2025
3	Visualize 2050 website	Yes	Dec 2025
4	Transit Access Focus Areas - update	No	2025/2026
5	Conduct resilience analysis: interior flooding analysis; economic analysis of select adaptation scenarios; and closures due to natural hazard data analysis and mapping	Yes	Varied
6	2024 Congestion Management Process Technical Report	No	Dec 2024
7	TPB Transportation Safety Summit/Forum	Yes	Fall 2024
8	Systems Performance, Operations, and Technology Planning Member Agency Operations Technology Inventory	Yes	Fall 2024
9	Maintain the Regional ITS Architecture	Maybe	June 2025

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

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

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