UNIFIED PLANNING WORK PROGRAM

FY 2027

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2027

To be amended – November 6, 2026

National Capital Region
Transportation Planning Board

UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2027

The preparation of this program document was financially aided through grants from the District Department of Transportation, Maryland Department of Transportation, Virginia Department of Transportation, and the U.S. Department of Transportation.

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 22 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964, as amended, and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit https://www.mwcog.org/documents/2021/05/27/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities-cog-tpb/ or call (202) 962-3300 or (202) 962-3213 (TDD).

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite https://www.mwcog.org/documents/2021/05/27/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities-cog-tpb/ o llame al (202) 962-3300 o (202) 962-3213 (TDD).

Per COG policy, reasonable accommodations are provided upon request, which includes translation of the Title VI statement, policy, and complaint form. To read the Accommodations Policy in different languages, visit https://www.mwcog.org/nondiscrimination/

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I. INTRODUCTION

Purpose

The National Capital Region Transportation Planning Board (TPB) is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB's responsibilities.

The FY 2027 Unified Planning Work Program (UPWP) for Transportation Planning for the metropolitan Washington region incorporates, in one document, all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2026, through June 30, 2027. The UPWP provides a mechanism to coordinate transportation planning activities conducted by the TPB. It is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Metropolitan Washington Council of Governments (COG) serves as the administrative agent for the TPB. The TPB is staffed by COG's Department of Transportation Planning. COG provides the administrative functions necessary to meet federal fiduciary and other regulatory requirements to receive FHWA and FTA funds.

This work program describes all transportation planning activities utilizing federal funding, including FHWA metropolitan planning funds (PL Funds) and FTA Section 5303 metropolitan planning funds. The TPB does not pass through any of this funding or provide this funding to subrecipients. The federal funding is used for staff and consultant services to conduct the metropolitan transportation planning process.

The Federal Aviation Administration (FAA) Continuous Airport System Planning (CASP) program is a separate grant and is included for informational purposes as the TPB is responsible for implementing the grant. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. On May 27, 2016, the FHWA and FTA jointly published a final rule on **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning.** The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP–21), the Fixing America's Surface Transportation (FAST) Act, and the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA) passed in November 2021.

MAP-21 introduced and the FAST Act continues implementing performance management requirements through which states and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds." In addition, MAP-21, the FAST Act and the IIJA included modest modifications

to the planning process, policy board composition, participants in the process, and contents of the metropolitan transportation plan. This work program complies with the requirements regarding metropolitan planning.

On June 15, 2022, the TPB approved the 2022 Update to Visualize 2045, the long-range transportation plan for the National Capital Region, and the FY 2023-2026 Transportation Improvement Program (TIP). On August 25, 2022, FHWA and FTA found that Visualize 2045 and the FY 2023-2026 TIP conform to the region's State Implementation Plans (SIPs) for complying with the federal Clean Air Act. On December 17, 2025, the TPB adopted Visualize 2050, the metropolitan transportation plan for the National Capital Region, and the FY 2026-2029 TIP. Visualize 2050 and the FY 2026-2029 TIP have been submitted to USDOT and USEPA for review and approval.

On December 17, 2025, the TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certified that the metropolitan transportation planning process being conducted by the TPB is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable federal metropolitan planning requirements as described under 23 CFR 450.336. The Self-Certification Statement is signed by the three state DOTs and the TPB.

In June 2023, FHWA and FTA jointly certified that the TPB's planning process complies with metropolitan planning regulations and issued a certification report. On March 8 and 9, 2023, FHWA and FTA conducted a certification review of the metropolitan planning process in the Washington, DC-VA-MD Transportation Management Area (TMA) which is the responsibility of the TPB and the Fredericksburg Area Metropolitan Planning Organization (FAMPO). Improvement and enhancements identified in the report will continue to be integrated into the TPB's ongoing planning process.

The TPB will continue its rich tradition of coordinating with neighboring MPOs and with those MPOs with which it shares DOTs. The TPB will not only continue to coordinate but will look to enhance all its coordination opportunities. TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur four times a year. The TPB is an active participant and a voting member of the Virginia Association of Metropolitan Planning Organizations (VAMPO).

THE CLEAN AIR ACT

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) support the attainment and/or maintenance of federal health standards for those criteria pollutants for which the region is designated as non-attainment or maintenance.[1] The MTP and TIP must meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations first issued on November 24, 1993, and amended several times, most recently in April 2012,[2] regarding criteria and procedures for determining air quality conformity of transportation plans, programs, and projects funded or approved by FHWA and FTA. These conformity requirements are also addressed in this UPWP.

[1] Office of Air and Radiation (OAR) of the U.S. Environmental Protection Agency (EPA), "1990 Clean Air Act Amendment Summary: Title I," Clean Air Act Overview, August 31, 2015, https://www.epa.gov/clean-air-act-overview/1990-clean-air-act-amendment-summary-title-i.
[2] "Transportation Conformity Regulations as of April 2012" (U.S. Environmental Protection Agency, April 2012), https://www.fhwa.dot.gov/environment/air_quality/conformity/laws_and_regs/rule.cfm.

TITLE VI: ENSURING NON-DISCRIMINATION

It has been the long-standing policy of both COG and TPB to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." While COG, as the TPB's administrative agent, has the primary responsibility for meeting Title VI requirements, ensuring non-discrimination is an underlying tenet that permeates this work program. The TPB promotes engagement in the transportation planning process in all parts of the region. The specific tasks related to Title VI are found in Activity 4: Public Participation. COG's Title VI Plan and Title VI Program (including the Language Assistance Plan), the Title VI notice to the public, and complaint procedures can be found at https://www.mwcog.org/documents/titlevi/.

After USDOT review on June 24, 2021, COG's Title VI Program meets the necessary requirements. COG approved the 2024 Title VI Plan and Title VI Program, and they have been submitted and received. On September 9, 2021, DDOT issued a determination that the COG Title VI Program satisfies DDOT's Title VI program requirements and reviewed the COG Title VI Plan and Program again in 2024. In September 2023, VDOT acknowledged that COG/TPB is Title VI compliant.

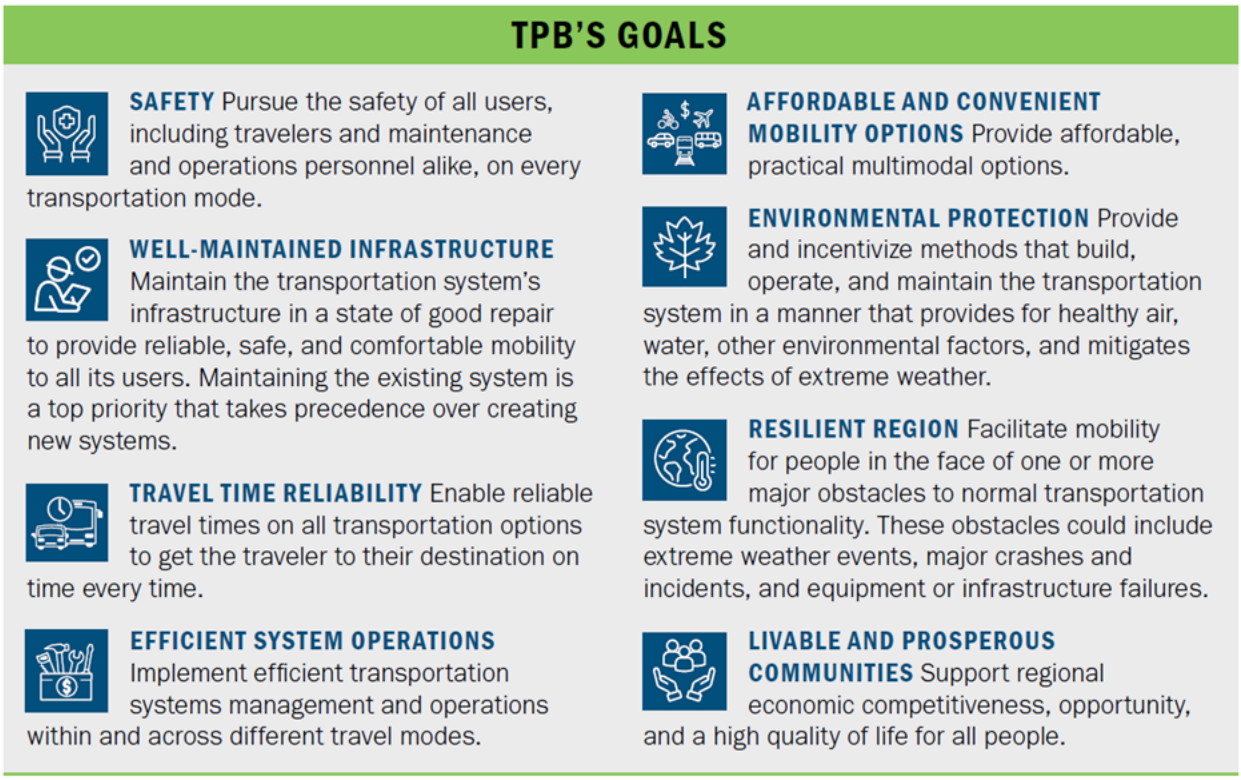
Federal Requirements for Performance-Based Planning and Programming

MAP-21 and the FAST Act call for MPOs, public transportation providers and states **to establish and use a performance-based approach to transportation decision making.** USDOT has established performance measures related to seven goal areas for the federal-aid highway system. The goal areas are safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

FHWA and FTA have completed the issuance of final rulemakings for the performance measures, with deadlines set for target setting and periodic updates. TPB has worked with and will continue to work with the states and public transportation providers to collect data, make forecasts for performance, and update performance targets in support of those measures; and the TPB subsequently has up to 180 days to update performance targets as required, coordinated with those of the states and public transportation providers. The metropolitan transportation plan and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan is required to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The approved plan and TIP are compliant with these requirements.

Regional Planning Goals

The TPB's goals outline what the TPB aims to accomplish and serve to guide the TPB's planning work program as well as its member agency's work towards improving the region's transportation system. These goals have largely been unchanged for decades and are most recently captured in Visualize 2050, the region's current metropolitan transportation plan.



A full history of the TPB's policy evolution including the identification of these goals is available in part 1 of the Visualize 2050 planning and programming process document available at https://visualize2050.org/plan-development/.

Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the official metropolitan planning organization (MPO) for the National Capital Region and is responsible for conducting a continuing, cooperative, comprehensive (3-C) metropolitan transportation planning process. The TPB was designated as the region's MPO by the governors of Maryland and Virginia and the mayor of the District of Columbia in 1965 and became associated with COG in 1966.[3]

The TPB is composed of representatives from the 22 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the three state-level transportation agencies,[4] the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, and the

[3] "History - TPB History," Metropolitan Washington Council of Governments, 2025, https://www.mwcog.org/transportation/about-tpb/history/.
[4] The District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT).

General Assemblies of Maryland and Virginia. When matters of importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development and is responsive to the needs of the local governments in the area. Figure 1 lists the jurisdictions and organizations represented on the TPB and its technical committees and subcommittees. Figure 2 shows the geographic location of each of the local member jurisdictions and urbanized areas (UZA).

Policy coordination of regional highway, transit, bicycle, pedestrian, and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three state departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental, and transportation planning for the area is established through the continuing, coordinated land-use, environmental, and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, which formed the Region Forward Coalition in 2010 to foster collaboration in these areas, and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted metropolitan transportation plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations are forwarded to the governors and mayor for inclusion in the air quality State Implementation Plans (SIPs) they submit to EPA.

In metropolitan Washington region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out regional transportation planning and programming have been established over several years. As required under planning regulations, the TPB, the state DOTs, and the public transportation operators have documented their transportation planning roles and responsibilities in an agreement that was executed by all parties in April 2018. To meet Performance-Based Planning and Programming provisions, the TPB and individual stakeholders have documented their roles and responsibilities in Letters of Agreement (LOAs) that respond to each required performance area: Highway Safety, Highway and Bridge Condition, and System Performance (Congestion, Freight, and CMAQ). The responsibilities for the primary planning and programming activities are indicated in Figure 3.

With regards to coordination with other MPOs near the TPB’s planning area, there are two agreements in place that lay out responsibilities for planning, programming, and the air quality conformity analysis. Both agreements can be found in the Appendices. In Virginia, the TPB has an agreement with the Fredericksburg Area MPO (FAMPO) starting in 2004 in which FAMPO assumes responsibility for meeting the transportation management area (TMA) planning and programming requirements within the Washington, DC-VA-MD Urbanized Area portion of Stafford County and producing the required planning documents for the TPB’s current planning cycle. This agreement was reviewed in 2012 by both FAMPO and TPB staff, and it was mutually agreed that no changes

were necessary. On May 21, 2021, this agreement was updated and approved to reaffirm and validate the mutually agreed upon roles of each MPO and, in consideration of the passage of multi-year federal surface transportation legislation, to ensure that ongoing roles and responsibilities are consistent with regional, state and federal expectations. In Maryland, the TPB formalized an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, regarding the conformity analysis of transportation plans, programs, and projects in Calvert County. Calvert County is in the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area and is also a member of the new Southern Maryland MPO. The agreement between the three parties was signed in January 2016.

A list of transportation planning studies to be conducted within the National Capital Region can be found in Figure 4.

Figure 1: Jurisdictions and Organizations Represented on the TPB and its Technical Committees and Subcommittees

VIRGINIA

Arlington County
Fairfax County
Loudoun County
Prince William County
City of Alexandria
City of Fairfax
City of Falls Church
City of Manassas
City of Manassas Park
Northern Virginia Transportation Authority
Northern Virginia Regional Commission
Northern Virginia Transportation Commission
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation
Virginia Department of Aviation
Virginia General Assembly
Virginia Passenger Rail Authority
Potomac and Rappahannock Transportation Commission

MARYLAND

Charles County
Frederick County
Montgomery County
Prince George's County
City of Bowie
City of College Park
City of Frederick
City of Gaithersburg
City of Greenbelt
City of Rockville
City of Takoma Park
Maryland-National Capital Park and Planning Commission
Maryland Department of Transportation
Maryland General Assembly

DISTRICT OF COLUMBIA

DC Council
DC Department of Transportation
DC Office of Planning

REGIONAL, FEDERAL, AND PRIVATE SECTOR

Washington Metropolitan Area Transit Authority
Private Transportation Service Providers
Metropolitan Washington Airports Authority
Federal Highway Administration
Federal Transit Administration
National Capital Planning Commission
National Park Service

Figure 2: Membership of the National Capital Region Transportation Planning Board

Figure 3: Transportation Planning and Programming Responsibilities

RESPONSIBILITY	AGENCIES
UPWP Development	TPB, DOTs, WMATA, Local Governments
Planning Certification	TPB, DOTs
Federal Performance Measure Reporting	TPB, DOTs, WMATA, Public Transportation Providers
MTP/TIP Development, Implementation, Amendments, Modifications	TPB, Member Agencies
Public Engagement	TPB
Air Quality Conformity Analysis	TPB, FAMPO
Congestion Management Process	TPB, DOTs, Local Governments, FAMPO
Emergency Preparedness and Transportation Security Coordination	TPB, COG, DOTs, Local Governments
Environmental Consultation and Mitigation	TPB, DOTs, Local Governments
Financial Planning	TPB, DOTs, WMATA, Local Governments
Freight Planning	TPB, DOTs, Local Governments
Resiliency Planning	TPB, DOTs, Local Governments
Safety Planning	TPB, DOTs, Local Governments
Transportation/Land-Use Planning	TPB, COG, MDPC, Local Governments
State Implementation Plan	MWAQC, TPB, DOTs
Motor Vehicle Emissions Budget	WMATA, State Air Quality Agencies
Emissions Reductions Activities	TPB, DOTs, WMATA, Local Governments
CO2 Mobile Emissions Reduction	
Corridor Studies	DOTs, WMATA, TPB
Travel Demand Forecasting	TPB
Travel Monitoring	TPB, DOTs, WMATA, Local Governments

Figure 4: Transportation Planning Studies within the National Capital Region, 2027

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
REGIONAL			
DMVMoves Action Plan Implementation	COG/WMATA	2026-2027	Plan
Metrobus Fleet Plan Update	WMATA	2026	Plan
Metrorail Fleet Plan Update	WMATA	2026	Plan
Red Line Modernization & Automation Program: Project Development	WMATA	2026-TBD	PD/NEPA
Bus-Oriented Development Study	WMATA	2026-2027	Study
Metro Station Bus Amenities Project Development	WMATA	Ongoing	Plans/Design
Stadium-Armory Development & Evaluation Feasibility Assessment	WMATA	2026	Plans/Design
Bus Transfer and Guaranteed Access Rhode Island Ave. Brentwood Development & Evaluation Feasibility Assessment	WMATA	2026	Plans/Design
Fort Totten Guaranteed Access D&E Feasibility Assessment	WMATA	2026-2027	Plans/Design
Next-Gen Transit Signal Priority (TSP) Technology Study and Procuring Next-Gen Technology	WMATA	2026	Study
TOD Strategic Plan	WMATA	2027-2029	Plan
Academic Research Partnership applied analysis/studies	WMATA	2026-2027	Study
Bus Service Improvement Plan	WMATA	Ongoing	Plan
MARYLAND			
US 15/US 40 Frederick Freeway Study	SHA	2025	CE
US 301 Waldorf Study (MD 5 [north junction] to Smallwood Drive; Including grade separated interchanges at MD 5 (south junction) and at MD 228/MD 5 Business)	SHA	On-hold	DEIS

Figure 4: Transportation Planning Studies within the National Capital Region, 2027

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
MD 4 Corridor Study (I-95/I-495 to MD 223)	SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	SHA	On-hold	DEIS
MD 28/MD 198 (MD 28 (Norbeck Road)-MD 97 to MD 650/MD 198 (Spencerville Road/Sandy Spring Road)-MD 650 to I-95)	SHA	On-hold	NEPA/CE
MD 210 Transportation Corridor Study (I-95/I-495 to MD 228)	SHA	2026	FEIS
FY24 TOD Planning for the Purple Line Project	UMD/MDOT MTA	2028	Study/Plan
MARC Growth & Transformation Major Update	MDOT MTA	2028	Plan
Southern Maryland Rapid Transit PEL Study	MDOT MTA	2026	Study
Kensington MARC Station Overpass Feasibility Study	MDOT MTA	2026	Study
Silver Spring Turnback	MDOT MTA	2027	Design
College Park Accessible Station	MDOT MTA	2027	Design
DISTRICT OF COLUMBIA			
Alabama Avenue from MLK to Bowen Road Concept Planning	DDOT	2024-2027	Planning/ Concept
moveDC 2026 update	DDOT	2026-2027	Study
State Rail Plan update	DDOT	2026	Plan

Figure 4: Transportation Planning Studies within the National Capital Region, 2027

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
VIRGINIA			
Van Dorn St from Telegraph Rd to Alexandria City Limit	VDOT	2027	Study
Hoadly Rd from Dumfries Rd to Prince William Parkway	VDOT	2027	Study
US -29 from N Veitch St to N Lynn St	VDOT	2027	Study
VA-7 from Algonkian Pkwy to Rt 15 Bypass	VDOT	2027	Study
Sudley Manor Drive from Prince William Pkwy to Sudley Rd	VDOT	2027	Study
Arcola Mills Drive from Stones Springs Blvd to Loudoun County Pkwy	VDOT	2027	Study
Roberts Parkway from Fairfax County Pkwy to Burke Centre Pkwy	VDOT	2027	Study
Roadway Reconfiguration Study - Glebe Rd./Alexandria	VDOT	2027	Study
Roadway Reconfiguration study - Town of Herndon	VDOT	2027	Study

FY 2026 Accomplishments

In FY 2026, the TPB completed the following activities (this list also contains anticipated completions as well since the document will be approved three months prior to the end of the fiscal year):

1. *FY 2026 UPWP: TPB approval March 19, 2025; USDOT approval May 28, 2025.*
2. *Conducted the final 30-day public comment period on the draft metropolitan transportation plan and TIP.*
3. *Approved a new metropolitan transportation plan, Visualize 2050, December 17, 2025.*
4. *Maintained and updated Visualize2050.org websites.*
5. *Updated federal performance measures and targets for inclusion in plan and TIP*
    a. *Highway Safety Targets set December 2025*
    b. *Transit Safety Targets set December 2025*
6. *Completed documentation on the Visualize 2050 planning and programming process (published on the visualize2050.org website).*
7. *Processed amendments and administrative modifications on the FY 2023-2026 TIP*
8. *Approved the FY 2026-2029 TIP*
9. *New Project InfoTrak platform utilized successfully for the new plan and TIP.*
10. *Produced a Visualize 2050 video for public involvement outreach.*
11. *Produced the 2025 TPB Annual Report and video*
12. *Restructured the Access for All Advisory Committee*
13. *Completed safety a study to ascertain the implementation status of the specific strategies noted in TPB's safety resolution, R3-2021 and developed a technical "white paper" about the impact of automated traffic enforcement on safety outcomes.*
14. *Updated the Regional Bicycle and Pedestrian Plan and monitored implementation of National Capital Trail Network projects.*
15. *Working with COG and Metro staff, completed the regional DMVMoves Plan and began implementation activities.*
16. *Published 2023 and 2024 editions of the State of Public Transportation Report.*
17. *Completed economic analysis to quantify the costs and/or benefits of resilience investments in regional transportation assets.*
18. *Conducted Regional Extreme Heat Analysis of the impacts of extreme heat on transportation systems, including the impact on public transit infrastructure and riders.*
19. *Workplan, scope of work, pre-test, and initial field data collection for the Regional Travel Survey, throughout FY 2026*
20. *Coordination for Regional Transit Onboard Survey Activities, throughout FY 2026*
21. *Interactive web mapping tool of high-capacity transit and other areas of special planning consideration in the region, initiated October 2021 with ongoing updates and refinements throughout FY 2026.*
22. *Launched the Mobility Analytics Program (MAP) a robust suite of data indicators across numerous sectors that provide a comprehensive snapshot of the region's transportation network, throughout FY 2026.*
23. *Launched the new Mobility Analytics Subcommittee (MAS), December 2025.*
24. *Developed enhanced information products for the Congestion Management Process (CMP) throughout FY 2026.*
25. *Completed Round 10.1 Cooperative Forecasts, including TAZ small area forecasts, ongoing FY 2025*

26. *Updated National Capital Trail Network map*
27. *Travel Forecasting: Network Development*
    a. *Developed transportation networks for both the production-use, trip-based travel model (Gen2) and the developmental, activity-based travel model (Gen3). Prepared transportation networks for 2026 and future years for Gen2 and Gen3 models; documented updates.*
    b. *Continued to maintain and update COGTools, the software used by staff to edit and update transit networks used by the travel demand forecasting model. Made two upgrades to COGTools: 1) Migration from ArcGIS 10.X to ArcGIS Pro; Migration from VB.NET to C# (FY 26 and beginning of FY 27).*
28. *Travel Forecasting: Model Development*
    a. *Continued to support and update COG's production-use regional travel demand forecasting model, the Gen2/Ver. 2.4 Travel Model.*
    b. *TPB's next-generation travel demand forecasting model, an activity-based model (ABM), known as the Gen3 Travel Model, is being developed in three phases. Phase 1 was completed in FY 23. Phase 2 was completed in FY 24. Phase 3 (usability testing and development of ancillary modeling steps) was completed in Dec. 2025 (FY 26). In FY 26, the following occurred:*
        i. *A beta version of the Gen3 Travel Model was made available to interested parties for testing and feedback to TPB staff (Nov. 2025).*
        ii. *Updated the Gen3 Model documentation, including a new user's guide.*
        iii. *Conducted Visualize 2050 performance analysis using Gen3 Model.*
        iv. *Recalibrated transit subsidy and free parking eligibility models using the 2019 State of the Commute data; initiated mode choice recalibration.*
    c. *Responded and replied to 30-50 model-related technical data requests, which are typically submitted on the COG Data Request webpage.*
29. *Air Quality Conformity (AQC) analysis of Visualize 2050: Completed both the travel model and MOVES model runs for six analysis years (2025, 2026, 2030, 2040, 2045, and 2050), including two options (with and without the I-495 Southside Express Lanes project).*
30. *Mobile Emissions Analysis, including Emissions Reduction Activities*
    a. *Provided support to COG DEP in the redesignation request for a maintenance plan/maintenance SIP related to the 2015 National Ambient Air Quality Standards (NAAQS) for ozone.*
    b. *Conducted sensitivity tests of the two latest versions of EPA's MOVES mobile emissions modeling software: MOVES4 and MOVES5.*
    c. *Participated in activities related to the development of the Maintenance State Implementation Plan (SIP) to address requirements of the 2015 ozone NAAQS, in coordination with MWAQC. Initiated use of MOVES5 for maintenance plan/redesignation request; Conducted sensitivity tests on fuel types. Coordinated with DEP and state air agencies on motor vehicle emissions budgets (MVEBs) and emissions inventories.*
    d. *Carbon Reduction Program (CRP) coordination.*
    e. *Responded and replied to about 15 air-quality-related to technical data requests.*
31. *Technical assistance to state DOTs and regional transit agencies as part of the UPWP Technical Assistance program.*
32. *Transportation Resilience Planning*
    a. *Convened working group of regional stakeholders to advise on Phase II Resiliency Study that meets quarterly.*

b. *Held first-ever National Capital Region Transportation Resilience forum, with over 60 participants.*
c. *Completed a risk-based vulnerability assessment and interactive mapping tool that outlines transportation infrastructure in the region most at risk to the impacts of natural hazards.*

FY 2027 Regional Planning Priorities

In December 2021, USDOT issued planning emphasis areas for MPOs to consider in Unified Planning Work Programs.[5] Some of the focus areas include: emission reduction activities, Title VI activities, Complete Streets; Public Involvement; Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination; Federal Land Management Agency (FLMA) Coordination; Planning and Environment Linkages (PEL); and Data in Transportation Planning. This section provides a summary of how the work activities in this UPWP address these USDOT priority areas.

EMISSIONS REDUCTION ACTIVITIES

TPB has had a long history and experience with reducing negative emissions and improving air quality in the region. As the region has come together to improve air quality in general, there have been many benefits gained by examining all the different ways to reduce harmful emissions. Over the last 15 years, the TPB completed four studies to evaluate strategies to reduce emissions:

- The What Would It Take? analysis in 2010,[6]
- The Multisector Working Group study in 2016,[7]
- The TPB Climate Change Mitigation Study (CCMS) of 2021,[8] [9] and
- The Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies (ICGHG) study, completed in June 2024 and presented to the TPB in October 2024.[10] [11]

These four studies identified various types of projects, programs, and policies that have the potential to reduce emissions from the on-road transportation sector. Additionally, in 2022, TPB staff wrote a report summarizing the 11 scenario planning studies conducted by the TPB in the last 15 years.[12]

In November 2021, the TPB published results of its TPB Resiliency Study, including a white paper on regional transportation planning for resiliency and an inventory of current TPB member resiliency

[5] Nuria Fernandez et al. to FHWA Division Administrators and FTA Regional Administrators, "2021 Planning Emphasis Areas for Use in the Development of Metropolitan and Statewide Planning and Research Work Programs," December 30, 2021, https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas.

[6] Monica Bansal and Erin Morrow, "What Would It Take? Transportation and Climate Change in the National Capital Region," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010), http://www.mwcog.org/uploads/pub-documents/qF5eXVw20110617114503.pdf.

[7] ICF International, "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region," Final Technical Report (Metropolitan Washington Council of Governments, January 31, 2016), https://www.mwcog.org/file.aspx?D=Uj%2fOvKporwCjlofmfR2gk7ay5EmBOb9a4UhR7cKKQig%3d&A=ITSIgZNdO1uWwMHJVzfUV1WIPhZ9IDhMGqWlEQSf9CM%3d.

[8] ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022), https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/.

[9] ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, June 3, 2022), https://www.mwcog.org/events/2022/5/18/tpb-climate-work-session/.

[10] ICF, "Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies," Final Report (Metropolitan Washington Council of Governments, June 17, 2024), https://www.mwcog.org/events/2024/10/4/tpb-technical-committee/ and https://www.mwcog.org/documents/2024/10/18/implementation-considerations-for-on-road-greenhouse-gas-emissions-reduction-strategies/.

[11] Michael Grant, "Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies," https://www.mwcog.org/events/2024/10/16/transportation-planning-board/.

[12] Kanti Srikanth and Stacy Cook, "A Summary of the TPB and COG Scenario Study Findings: Informing Planning for the Metropolitan Washington Region," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 9, 2022), https://visualize2045.org/plan-update/visualize-2050/.

planning activities. The TPB will use this information as it implements future planning activities for transportation resiliency.

TITLE VI AND REACHING ALL POPULATIONS

There are basically four types of interaction with members of the public: monthly TPB meeting comment opportunities, advisory committee activities, federal document outreach requirements, newsletter/social media activities, and specific surveys or data collection activities. Varying levels of outreach occur for each individual activity. The extent of the outreach depends on available resources and timing. The level of outreach varies. Outreach that has minimal resources available includes evaluating the items through the advisory committees and using our extensive mailing lists to convey information. Maximum outreach would typically involve consultant support and a concentrated effort to reach these populations, for example, which would occur when an extensive survey is underway.

Specific examples of TPB's activities to include everyone related to transportation in the TPB region include:

- Asking questions in surveys that inform regional planning.
- Developing performance measures and other analysis that inform planning.
- The Access for All Advisory Committee provides input to the TPB on projects, programs, and services that are important to low-income individuals, minority communities, and persons with disabilities. The TPB has identified connectivity gaps in accessing essential services for older adults, people with disabilities, and those with low incomes in its Coordinated Human Service Transportation Plan, adopted by the TPB in May 2023. These unmet transportation needs are used to develop priorities for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program. COG serves as the designated recipient for this program in the Washington DC-Arlington-VA-MD Urban Area and the TPB solicits and selects the projects, which provide key access to essential services such as health care, education, employment, and recreation

COMPLETE STREETS AND SAFETY

TPB Resolution R3-2021, adopted in July of 2020, reaffirmed and codified the board's resolve to dramatically reduce the number of people killed and injured on the Region's roadways. Based on the findings of a regional roadway safety study commissioned by the TPB in 2019, the resolution urges TPB member jurisdictions and agencies to reaffirm road user safety as a top priority and to prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes on the Region's roadways. The resolution also established and funded an ongoing Regional Roadway Safety Program to provide short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues.

PUBLIC INVOLVEMENT

Task 4 "Public Participation" includes all public involvement activities: outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the long-range transportation plan, TIP, and all other TPB activities. Virtual Public Involvement (VPI) tools have played an integral role in how the TPB has been conducting public involvement over the past few years, and the TPB will continue to use them wherever possible.

Most recently updated in October of 2020, the TPB's Participation Plan states the board's commitment to transparent communications and engagement with the public and with relevant agencies to support the regional transportation planning process. This includes communications and engagement to inform developing the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The plan will be updated in FY 2027.

The plan articulates the TPB's policy for public participation. It describes how members of the public can get involved and demonstrates how staff will work to meet and exceed federal requirements. Most importantly, this plan guides TPB staff interactions with the public so their public-facing work can: 1) reach as many people as inclusively as possible, and 2) collect meaningful input and build support to inform TPB plans and programs, and aid in decision making. The Participation Plan is required under federal laws and regulations pertaining to metropolitan planning. The plan builds on previous efforts designed to encourage participation in the TPB process and provide reasonable opportunities for residents and other interested agencies to be involved in the metropolitan transportation planning process.

STRATEGIC HIGHWAY NETWORK (STRAHNET)/U.S. DEPARTMENT OF DEFENSE (DOD) COORDINATION

The region's Interstate highways and several key connecting links comprise the Strategic Highway Network in the TPB planning area, roadways that have long been of critical focus in the metropolitan transportation plan. TPB will continue and strengthen our attention to the operations and reliability of these key roadways, in coordination with federal partners.

FEDERAL LAND MANAGEMENT AGENCY (FLMA) COORDINATION

Upon approval, the Eastern Federal Lands Highway Division (EFLHD) of the U.S. Federal Highway Administration transmits its four-year TIP to be included in the TPB's TIP. The lists of projects in the District of Columbia, suburban Maryland, and Northern Virginia are placed in the respective parts of Appendix A of the TIP along with the programming tables of the DOTs and other implementing agencies in those three jurisdictions. It is by this inclusion that EFLHD's projects are included in the appropriate STIP which is submitted for federal approval.

TPB staff also participate in the DC Programming Decisions Committee (PDC) to score and rank applications for the DC Federal Lands Access Program (FLAP).

PLANNING AND ENVIRONMENT LINKAGES (PEL)

The TPB's environmental consultation and mitigation activities provide resources and opportunities for environmental and historic agencies at the state and local levels to engage in the regional long-range transportation planning process.

Through TPB and COG committees and the public participation process, the TPB conducts a consultation effort during the development of the transportation plan that engages, as appropriate, state and local agencies responsible for land-use management, natural resources, environmental protections, conservation, and historic preservation. The consultation process includes a comparison of the transportation plans with state conservation plans or maps and inventories of natural or historic resources.

The TPB also must include a discussion of possible mitigation activities that may have the greatest potential to restore and maintain environmental functions, (see the relevant "process document" of Visualize 2050). The areas where mitigation efforts can be focused include neighborhoods and communities, cultural resources; wetlands and water resources; forested and other natural areas; endangered and threatened species; and air quality. State and local transportation agencies examine, document and implement any needed environmental mitigation actions at the individual project level.

An interactive map provides a regional-level resource to inform the relationship between transportation and environmental concerns. It is available online at: https://visualize2045.org/future-factor/climate-resiliency-and-environmental-health/.

The map allows the public and decision makers to view the natural resource data layers along with the transportation projects expected to be built by 2045 from the financially constrained element of this plan. By defining and inventorying environmental resources and data, the interactive map can be used to inform state and local agencies and the public about the relationship between the projects in the constrained element and environmental concerns at the regional scale.

DATA IN TRANSPORTATION PLANNING

Data management activities are carried out under Task 7.2 (Data Management and Visualizations). This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task as well as across numerous programs. It also entails developing visualizations of these data, such as dashboards and interactive maps, as part of research and analysis activities.

TPB completed an evaluation of Big Data and its potential to support planning and analysis across multiple programs. As an outcome of this study, TPB has acquired Big Data products as an ongoing investment in emerging and important Big Data sources that have great potential to support cross-program regional transportation planning, understanding, and decision-making. The Data Management and Visualization task also supports the continued development and maintenance of the Regional Transportation Clearinghouse (RTDC), which serves as a one-stop portal for staff and regional partners to access important regional datasets. Over the years, staff has collected transportation data from various sources, primarily member jurisdictions, state agencies, and transit authorities. The data have been organized and presented in the RTDC in an open format to improve

access and data sharing between TPB members and other users in the region. Examples of data include traffic counts, transit, land use forecasts, bicycle and pedestrian, demographic and socioeconomic, bridge, pavement, and related system performance data, aviation, and roads, highways, and networks. This task also featured the launch of the TPB Resources and Applications Page (TRAP) last year. The TRAP catalogs many of the mapping applications, data visualizations and other products and datasets produced by the TPB. This resource will continue to be supported and developed on an ongoing basis.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance-based planning and programming is an articulated priority of the TPB as demonstrated in Activity 1: Performance-Based Planning and Programming in this UPWP. Ongoing processes have been established to address performance measures and targets in coordination with the three state DOTs, WMATA, and the local government public transportation operators in accordance with the federal planning regulations and performance management requirements for MPOs.

As included in the Metropolitan Planning Agreement (3C Agreement) approved by the Transportation Planning Board on April 18, 2018, in accordance with the latest federal metropolitan planning requirements as adopted in the FAST Act, the TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of the targets in the Plan.

The TIP includes funding under the Highway Safety Improvement Program for priority HSIP projects as programmed by the three states. Examples of HSIP programmed projects include impact attenuators, guardrails, upgrading traffic signal devices, work zone safety reviews, and improved signs and markings. The three states have processes for inclusion of safety-related projects as identified in their Strategic Highway Safety Plans and other state plans and documents. Safety improvements are also included within projects funded with non-HSIP funds and through other state and federal sources, such as the Transportation Alternatives Program Block Grants, including Safe Routes to School grants, and CMAQ and maintenance projects, all of which will provide benefits that contribute to improved safety performance. Thus, the funding and the program of projects in the TIP will enable the TPB to achieve the region's safety performance targets.

The TIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; track and rail yard maintenance and improvements; and maintenance of passenger facilities. Each of the three states and WMATA have adopted Transit Asset management plans which are included in their respective STIPs. Transit Asset Management category projects are also supported by non-FTA sources such as state and local funding, WMATA Insurance Proceeds, and flexible CMAQ and STP funding. The funding and the program of projects in the TIP will enable the TPB to achieve the region's transit asset management performance targets.

REGIONAL POLICY FRAMEWORK AND PRIORITIES

The TPB's MTP seeks to respond to both federal requirements and its own adopted set of policy goals and priorities. To a large extent, federal and regional goals intersect. The TPB has worked continually to develop and adopt a set of consensus-based policy goals and priorities to inform local decision making on the types of projects, programs and polices it seeks for its MTP and TIP. Visualize 2050, approved in December 2025, describes the region's vision, values, goals, priority strategies to

achieve its goals, and performance measures and targets which quantitatively determine the impact of the strategies and progress towards advancing or reaching the goals.

VISUALIZE 2050 PRIORITY STRATEGIES

In December 2025, the TPB approved Visualize 2050 including 14 priority strategies:

- Apply best practices to maintain the transportation system such as bridge and pavement management and transit asset management.
- Apply the endorsed safety strategies to design and operate safer infrastructure and encourage safer behavior.
- Provide more telecommuting and other options for commuting such as vanpool or carpool and alternative work schedules.
- Implement Transportation Systems Management and Operations (TSMO) measures at all eligible locations.
- Apply effective technologies that advance the TPB's goals.
- Bring jobs and housing closer together by focusing growth and adding housing units in Regional Activity Centers and near High-Capacity Transit stations.
- Expand the express highway network, with rapid transit, and allow carpool/vanpool to ride free.
- Develop and implement an electric vehicle charging network to support the expansion of EVs.
- Move more people on Metrorail with more frequent services, longer trains, and expanded stations that are accessible by nonmotorized modes.
- Increase frequency and capacity of transit by expanding bus rapid transit (BRT) and transitways across the region to provide more service to more people, especially in corridors with high demand.
- Reduce travel times on all public transportation bus services with faster bus service for existing users, regardless of the type of bus or corridor.
- Convert vehicles to clean fuels: 50 percent of new light-duty vehicles, 30 percent of medium and heavy-duty trucks sold, and 50 percent of all buses on the road.
- Improve walk and bike access to transit, especially within TPB identified High-Capacity Transit station areas, through the application of Complete Streets and Green Streets policies.
- Complete the National Capital Trail Network to create an extensive web of trails that provide walk and bicycle access to jobs and other activities by connecting communities across the region to Activity Centers.

The TPB's priority strategies indicate how TPB intends to accomplish its goals through multimodal transportation projects, programs, policies, and technologies. The Visualize 2050 plan describes some of the ways in which member agencies will implement these strategies through planned investments. TPB will continue to assess regional conditions related to strategies, where possible provide quantitative assessment on implementation progress, and as needed work with member agencies on implementing these strategies.

REGIONAL COORDINATION BEYOND TRADITIONAL BOUNDARIES

As a multi-state MPO, the TPB fully embraces the need for regional cooperation and coordination across state and agency boundaries. Each work activity in this UPWP reflects regional coordination between jurisdictions and agencies in Virginia, Maryland, and the District of Columbia, notably in developing performance measures and targets, the unfunded regional priority projects, MATOC, congestion management, safety, public transportation, and freight. The TPB coordinates with MPOs near its planning area, such as FAMPO, the Calvert-St. Mary's Metropolitan Planning Organization (C- SMMPO), and the Baltimore Regional Transportation Board (BRTB). With regards to air quality conformity analysis, transportation projects and land use forecasts from these other MPOs are reflected in the technical analysis. Formal agreements on the coordination and consultation processes for transportation planning exist with FAMPO and C SMMPO, as described above under "Responsibilities for Transportation Planning."

The TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The Commonwealth of Virginia General Assembly established the Virginia Association of Metropolitan Planning Organizations (VAMPO) effective July 1, 2009, through House Joint Resolution No. 756 to provide education, information and opportunities for cooperation among Virginia's Metropolitan Planning Organizations and among state, federal and community officials. The TPB is an active participant and a voting member of VAMPO. VAMPO's mission is "Moving Virginia forward by enhancing, promoting, and supporting the regional transportation planning process of the Commonwealth's MPOs."

The TPB's Transportation and Land-Use Connections (TLC) program continues to improve the coordination between land use and transportation planning in the region. The Regional Public Transportation Subcommittee plays a key role in fostering cooperation and coordination among the many public transit providers in the region.

Federal Metropolitan Planning Provisions

The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning** Rule was issued on May 27, 2016. The planning rule updates federal surface transportation regulations with changes adopted in the MAP–21 and the FAST Act. For MPOs, such as the TPB, the most significant change is the performance-based planning and programming requirements which must be adopted by May 27, 2018 and included in all subsequent TIPs and long-range plans. This UPWP will provide for an ongoing review of the metropolitan planning provisions and USDOT guidance with consideration of what additional work activities may be called for. The TPB must respond to any guidance on how MPOs should implement the provisions. As new USDOT planning regulations or guidance are released, the UPWP will integrate such new work activities. The TPB will work with the state DOTs, public transit providers and other stakeholders to identify any specific changes or amendments that will be necessary to address them.

II. PROPOSED FY 2027 TPB WORK PROGRAM AND BUDGET

Program Structure

The TPB is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. The tasks to be completed under each of the activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments, and supplementary consultant support.

The work program identifies the major work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The next several pages provide revenue and expenditure tables, and a series of figures which illustrate the relationship between and among the TPB work activities. The order of the tasks is deliberate with the federal regulatory requirements identified most prominently followed by the subsequent tasks providing support for elements of those requirements.

The federally required metropolitan planning process ties back to laws, regulations, policies, and executive orders that specify requirements and standards to be met as part of this process. This work program identifies the work activities that will be undertaken to meet these requirements, and the activities identified in this work program will comply with all applicable laws, regulations, policies, and executive orders as a result.

1. METROPOLITAN TRANSPORTATION PLAN

The first major activity, **Metropolitan Transportation Plan** (MTP), includes activities related to the implementation and development of the TPB's MTP, the National Capital Region Transportation Plan. Visualize 2050 is the latest version of the plan which was approved by the TPB in December 2025. It includes a financial plan with all of the region's planned transportation investments through 2050 and provides detailed analysis to help decision makers and the public "visualize" the region's future. Implementation of the plan continues along with monitoring of the application of priority strategies. Preparations for the next plan update along with activities to support Performance-Based Planning and Programming requirements, maintain federal compliance, and implement policy board directed activities are included in this item.

2. TRANSPORTATION IMPROVEMENT PROGRAM

The second major activity, the **Transportation Improvement Program** (TIP), provides support to update, amend, modify, and enhance the TPB's TIP. Since FY 2019, TPB has utilized a consultant to provide and maintain the region's project database, called Project InfoTrak. A new platform for this database was successfully applied to the development of Visualize 2050 and the FY 2026-2029 TIP. In FY 2027, work continues to refine and enhance the database to support the plan and TIP as well

as explore opportunities to support other areas of TPB's planning process that inform the plan and TIP's development.

3. MULTI-MODAL PLANNING

The third major element, **Multi-Modal Planning**, considers the following aspects of metropolitan transportation planning, and their support of regional long-range transportation plan and program development, in conjunction with federal FAST, MAP-21, and IIJA requirements:

- Systems performance, operations, and technology (SPOT) planning;
- Transportation emergency preparedness planning;
- Transportation safety planning;
- Bicycle and pedestrian planning;
- Regional public transportation planning;
- Transportation resiliency planning;
- Freight planning; and
- Planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

A key objective is to provide opportunities for regional consideration, coordination, and collaborative enhancement of planning for each of these elements. Also included for all elements will be outreach to members, stakeholders, and subject matter experts, to gather information to advise future planning and committee activities.

4. PUBLIC PARTICIPATION

The fourth major activity, **Public Participation**, includes all public involvement activities: outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the long-range transportation plan, TIP, and all other TPB activities.

5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, consists of developing, maintaining, supporting, and improving the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. This work activity includes preparing the inputs, such as transportation networks, for the regional travel demand model and includes developmental work, both to improve the production-use travel model (trip-based, Gen2 Model) and also to prepare the developmental travel model (activity-based, Gen3 Model) for eventual use in production work.

6. MOBILE EMISSIONS PLANNING

The sixth major activity, **Mobile Emissions Planning**, consists of maintaining and applying the adopted, production-use TPB travel demand model and the EPA Motor Vehicle Emissions Simulator (MOVES) model to forecast air pollution emitted by on-road motor vehicles. This activity includes the

air quality conformity analysis of the LRTP and TIP, technical support for the LRTP (such as with performance analysis of the LRTP), and technical work supporting state environmental planning activities, such as emissions reduction planning pertaining to the on-road transportation sector.

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

The seventh major activity, **Transportation Research and Data Programs**, provides empirical travel research, data, visualizations, and documentation on regional travel trends and behavior. This includes information from traffic counts, high occupancy vehicle (HOV) monitoring, regional travel surveys, TPB's Congestion Management Process (CMP) and other travel trend analysis activities. This activity includes data management, development of data visualizations, and GIS technical support for all planning activities across the department and maintaining the Regional Transportation Data Clearinghouse.

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

The eighth major activity, **Regional Land Use and Transportation Planning Coordination,** includes coordination of local, state, and federal planning activities, develops population, household, and employment forecasts that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

9. SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS GRANT PROGRAMS AND TECHNICAL ASSISTANCE

The TPB solicits and selects projects for four programs. The ninth major activity, **Safe and Accessible Transportation Options Grant Programs and Technical Assistance,** captures the efforts involved, the Regional Roadway Safety Program (RRSP), the FHWA Transportation Alternatives Set-Aside Program (TAP), and the TPB's Transportation Land-Use Connections Program (TLC).

10. TPB MANAGEMENT AND SUPPORT

The tenth major activity, **TPB Management and Support**, includes the staff and administrative management to provide support for the meetings of TPB, its committees and special work groups, and developing and administering the annual UPWP.

11. TECHNICAL ASSISTANCE PROGRAM

The eleventh major activity, **Technical Assistance Program,** responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)

Finally, the **Continuous Airport System Planning (CASP)** Program conducts ground access planning studies and analyses for airport and airport-serving facilities in the region.

Work Activity Budgets

The funding level for the TPB's FY 2027 Basic Work Program is assumed to be approximately the same as the FY 2026 level. The proposed budget levels for the 11 activities by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 1 on the next page. The proposed expenditures for each of these 11 tasks are identified in Table 2. A detailed breakdown of staffing, consultant costs, and other budgetary requirements is provided in Table 3. The major components of the UPWP work activities is shown in Figure 5. The TPB committee or sub-committee responsible for the activities listed in Figure 6 are shown under the descriptions for each task in Section III. Figure 7 illustrates the relationship between and among the TPB work activities. The TPB does not pass through any funding and there are no subrecipients for this federal funding.

Table 1: Revenue - FY 2027 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2026, to June 30, 2027)

To be Amended on 11/6/2026

Amended as of 5/1/2026

Approved as of 3/18/2026

	FTA SECT 5303	FHWA PL FUNDS	FHWA PL FUNDS	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE & ACCESSIBLE TRANSP. OPTIONS SET-ASIDE[1]	CASP 90% FAA & 10% LOCAL SPR 80% FHWA & 20% LOCAL	TOTALS
DDOT ALLOCATIONS					
NEW FY 2027	$1,098,279	$3,028,279	$77,648		$4,204,206
PRIOR UNEXPENDED	$397,430	$1,527,757	$0		$1,925,187
CARRYOVER FY 2026	$129,281	$459,788	$0		$589,069
SUBTOTAL – DC	**$1,624,990**	**$5,015,823**	**$77,648**		**$6,718,462**
MDOT ALLOCATIONS					
NEW FY 2027	$1,976,363	$5,348,723	$137,147		$7,462,233
PRIOR UNEXPENDED	$681,530	$2,369,456	$0		$3,050,986
CARRYOVER FY 2026	$286,652	$816,563	$0		$1,103,216
SUBTOTAL – MD	**$2,944,545**	**$8,534,742**	**$137,147**		**$11,616,434**
VDRPT & VDOT ALLOCATIONS					
NEW FY 2027	$1,899,208	$4,490,114	$115,131		$6,504,453
PRIOR UNEXPENDED	$815,766	$1,902,298	$0		$2,718,064
CARRYOVER FY 2026	$268,220	$719,496	$0		$987,716
SUBTOTAL – VA	**$2,983,194**	**$7,111,908**	**$115,131**		**$10,210,233**
TOTAL FHWA/FTA FUNDING ALLOCATIONS					
NEW FY 2027	$4,973,850	$12,867,116	$329,926		$18,170,892
PRIOR UNEXPENDED	$1,894,726	$5,799,511	$0		$7,694,237
CARRYOVER FY 2026	$684,153	$1,995,847	$0		$2,680,000
SUBTOTAL – FHWA-FTA	**$7,552,729**	**$20,662,474**	**$329,926**		**$28,545,128**
TOTAL BASIC UPWP	**$7,552,729**	**$20,662,474**	**$329,926**		**$28,545,128**
FAA - CASP PROGRAM				$450,000	**$450,000**
State Planning & Research (SPR)				$265,000	**$265,000**
GRAND TOTAL UPWP	**$7,552,729**	**$20,662,474**		**$715,000**	**$29,260,128**

1. The November 15, 2021 Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
2. "New FY2027" funding amounts are yet to be confirmed by the DOTs and are likely to change.
3. "Prior Unexpended" funding amounts are from FY 2025 UPWP and are yet to be confirmed by funding agencies and may change.
4. "Carryover FY2026 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2026 UPWP are not anticipated to be spent in FY 2026. As such, these funds will be carried over to the FY 2027 UPWP and used to perform Core program and Technical Assistance activities.

Table 2: FY 2027 UPWP Expenditures

To be Amended on 11/6/2026
Amended as of 5/1/2026
Approved as of 3/18/2026

WORK ACTIVITY	FY 2027 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Metropolitan Transportation Plan	$1,338,182
2. Transportation Improvement Program	$903,473
3. Multimodal Planning	$4,680,409
4. Public Participation	$1,241,721
5. Travel Forecasting	$4,299,975
6. Mobile Emissions Planning	$3,138,142
7. Transportation Research and Data Programs	$7,083,395
8. Regional Land Use and Transportation Planning Coordination	$1,723,834
9. Safe and Accessible Transportation Options Grant Programs and Technical Assistance	$802,474
10. TPB Management and Support	$1,748,377
Sub-total: Core Program	**$26,959,986**
TECHNICAL ASSISTANCE	
A. District of Columbia	$302,828
B. Maryland	$534,872
C. Virginia	$449,011
D. Public Transportation (D.C./MD/VA Combined)	$298,431
Sub-total: Technical Assistance Program	**$1,585,143**
Total - Basic UPWP	**$28,545,128**
OTHER TPB PROGRAMS	
1. Continuous Airport System Planning (CASP) [1]	$450,000
2. State Planning & Research Program (For DDOT) [2]	$265,000
Sub-total: CASP and SPR	**$715,000**
GRAND TOTAL UPWP	**$29,260,128**

1. **CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of the CASP program.**
2. **SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program.**

Table 3: TPB FY 2027 Work Program by Funding Sources

To be Amended on 11/6/2026
Amended as of 5/1/2026
Approved as of 3/18/2026

	COG Labor Cost		Total	COG Labor	Supplemental		Total Labor	Total	Direct Costs (Implementation)			Total Prgrm.	Grand
	DTP	Other	COG	Fringe	Labor		& Fringe	Indirect	Computers,	Studies	Other	(Implmntn.)	Total
UPWP - Work Activity	**Staff**	**Staff**	**Staff**	**Cost**	**Interns**	**Temps**	**Cost**	**Cost**	**Data**	**Programs**	**Costs**	**Direct Cost**	**Cost**
CORE PROGRAMS													
1. Long-Range Transportation Planning	$477,425	$0	*$477,425*	$133,536	$0	$0	*$610,961*	$322,221	$5,000	$400,000	*$0*	**$405,000**	**$1,338,182**
2. Transportation Improvement Program	$264,744	$0	*$264,744*	$74,049	$0	$0	*$338,793*	$178,680	$265,000	$100,000	*$21,000*	**$386,000**	**$903,473**
3. Multimodal Planning	$1,347,640	$40,055	*$1,387,696*	$388,139	$0	$0	*$1,775,834*	$936,575	$7,500	$1,925,000	*$35,500*	**$1,968,000**	**$4,680,409**
4. Public Participation	$364,575	$0	*$364,575*	$101,972	$0	$0	*$466,547*	$246,057	$2,000	$220,000	*$307,117*	**$529,117**	**$1,241,721**
5. Travel Forecasting	$1,234,355	$0	*$1,234,355*	$345,249	$20,000	$100,000	*$1,699,604*	$896,371	$536,000	$1,005,000	*$163,000*	**$1,704,000**	**$4,299,975**
6. Mobile Emissions	$1,190,902	$121,170	*$1,312,072*	$366,986	$20,000	$0	*$1,699,058*	$896,083	$147,000	$250,000	*$146,000*	**$543,000**	**$3,138,142**
7. Transportation Research and Data Program	$1,441,919	$0	*$1,441,919*	$403,305	$0	$0	*$1,845,224*	$973,171	$1,275,000	$2,925,000	*$65,000*	**$4,265,000**	**$7,083,395**
8. Regional Land Use and Transportation													
Planning Coordination	$232,337	$319,605	*$551,943*	$154,378	$0	$0	*$706,321*	$372,514	$100,000	$200,000	*$345,000*	**$645,000**	**$1,723,834**
9. Mobility Enhancement Programs	$137,329	$0	*$137,329*	$38,411	$20,000	$0	*$195,740*	$103,234	$1,000	$480,000	*$22,500*	**$503,500**	**$802,474**
10. TPB Support and Management	$554,705		*$554,705*	$155,151	$20,800	$0	*$730,656*	$385,348	$2,500	$381,107	*$248,767*	**$632,374**	**$1,748,377**
UPWP Core Program Total	$7,245,933	$480,830	*$7,726,764*	$2,161,176	$80,800	$100,000	*$10,068,739*	$5,310,253	$2,341,000	$7,886,107	*$1,353,884*	**$11,580,991**	**$26,959,986**
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$36,000	*$266,828*	**$302,828**	**$302,828**
B. Maryland	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$42,000	*$492,872*	**$534,872**	**$534,872**
C. Virginia	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$42,000	*$407,011*	**$449,011**	**$449,011**
D. Public Transportation	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$250,000	*$48,431*	**$298,431**	**$298,431**
Technical Assistance Program Total	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	**$370,000**	*$1,215,143*	**$1,585,143**	**$1,585,143**
Total Basic Program	**$7,245,933**	**$480,830**	***$7,726,764***	**$2,161,176**	**$80,800**	**$100,000**	***$10,068,739***	***$5,310,253***	**$2,341,000**	**$8,256,107**	***$2,569,027***	**$13,166,133**	**$28,545,128**
OTHER PROGRAMS													
Continuous Air Systems Planning	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$390,000	*$60,000*	**$450,000**	**$450,000**
State Planning & Research Program (DC)	$85,147	$0	*$85,147*	$23,816	$0	$0	*$108,963*	$57,467	$0	$98,570	*$0*	**$98,570**	**$265,000**
GRAND TOTAL	**$7,331,081**	**$480,830**	**$7,811,911**	**$2,184,991**	**$80,800**	**$100,000**	***$10,177,702***	***$5,367,720***	**$2,341,000**	**$8,744,676**	***$2,629,027***	**$13,714,703**	**$29,260,128**

Figure 5: Major Components of UPWP Work Activities

1. METROPOLITAN TRANSPORTATION PLAN

- 1.1 Visualize 2050 Implementation
- 1.2 Next MTP Development
- 1.3 Federal Compliance
- 1.4 Performance-Based Planning and Programming
- 1.5 Policy Board-Directed Activities
- 1.6 Coordinated Human Service Transportation Plan

2. TRANSPORTATION IMPROVEMENT PROGRAM

- 2.1 Transportation Improvement Program Programming
- 2.2 TIP Database Support

3. MULTI-MODAL PLANNING

- 3.1 Systems Performance, Operations, and Technology Planning
- 3.2 Transportation Emergency Preparedness Planning
- 3.3 Transportation Safety Planning
- 3.4 Bicycle and Pedestrian Planning
- 3.5 Regional Public Transportation Planning
- 3.6 Freight Planning
- 3.7 Metropolitan Area Transportation Operations Coordination Program Planning
- 3.8 Resiliency Planning

4. PUBLIC PARTICIPATION

- 4.1 Public Participation and Outreach
- 4.2 Communications

5. TRAVEL FORECASTING

- 5.1 Network Development
- 5.2 Model Development and Support

6. MOBILE EMISSIONS PLANNING

- 6.1 Air Quality Conformity, Including Activities Associated with the Metropolitan Transportation Plan
- 6.2 Mobile Emissions Analysis, Including Emissions Reduction Activities

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

- 7.1 Transportation Research and Analysis
- 7.2 Data Management and Visualization Services
- 7.3 Congestion Management Process

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

9. SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS GRANT PROGRAMS AND TECHNICAL ASSISTANCE

- 9.1 Regional Roadway Safety Program
- 9.2 Transportation Alternatives Program
- 9.3 Transportation and Land Use Connection Program

10. TPB MANAGEMENT AND SUPPORT

- 10.1 TPB Committee Support and Management and UPWP

11. TECHNICAL ASSISTANCE PROGRAM

- 11.1 DDOT
- 11.2 MDOT
- 11.3 VDOT
- 11.4 Regional Transit Technical Assistance

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)

Figure 6: TPB Committee Structure

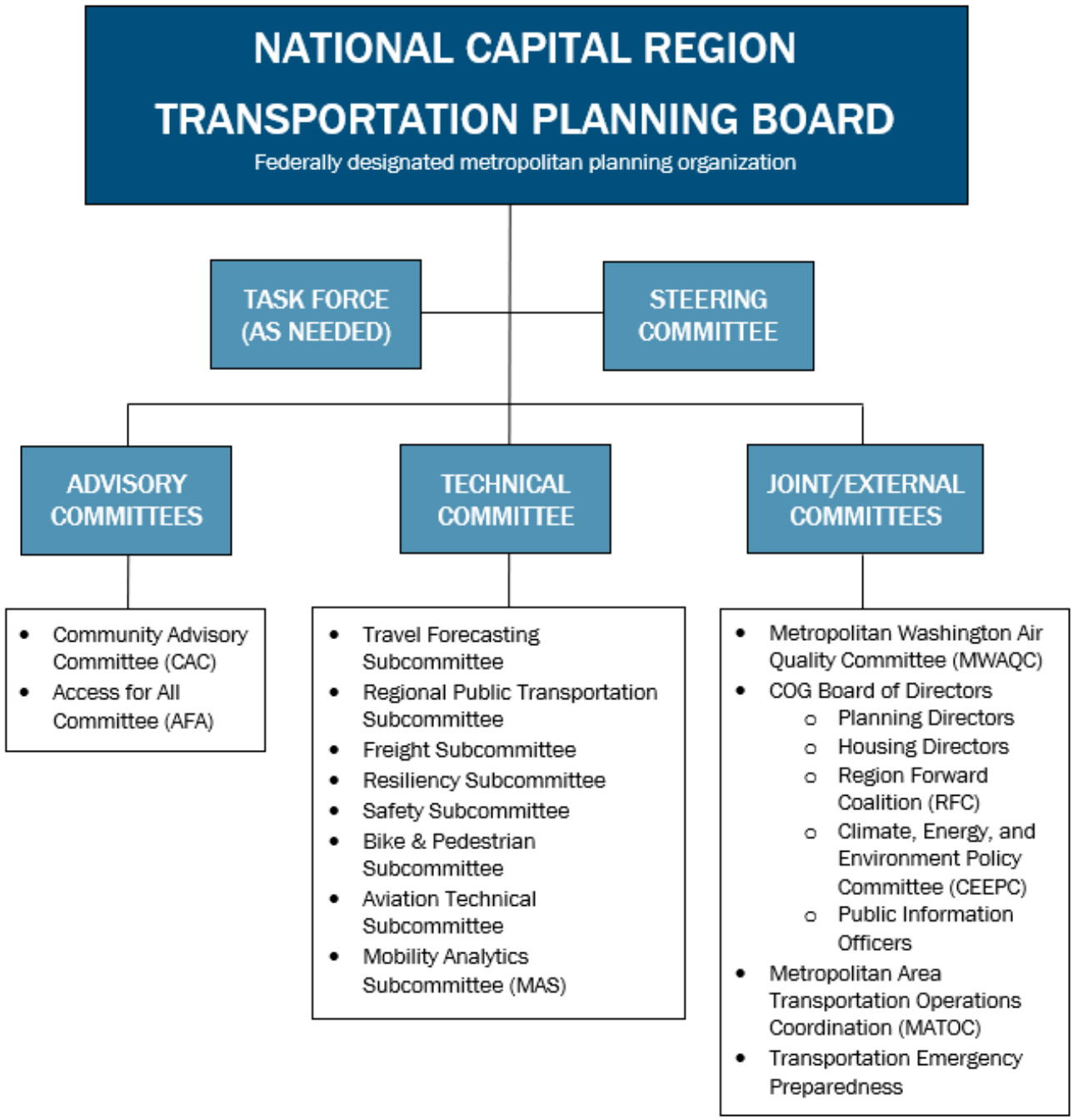
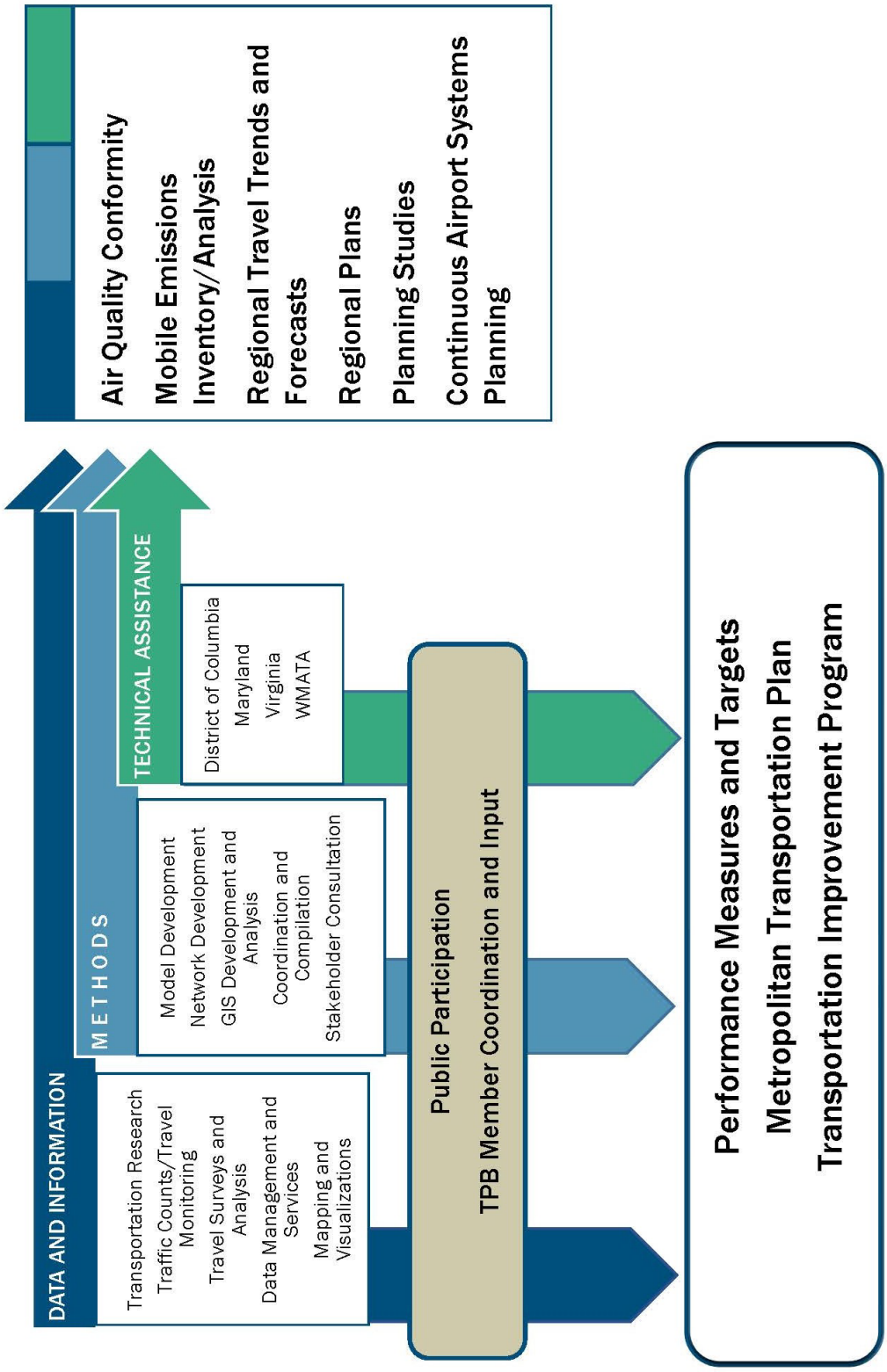


Figure 7: Overview of Planning Products and Supporting Processes



III. MAJOR WORK ACTIVITIES

1. Metropolitan Transportation Plan

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Visualize 2050 plan implementation** • **Begin preparations for the next plan update** • **Conduct supporting analysis for the plan**
TOTAL COST ESTIMATE	**$1,338,182**

1.1 VISUALIZE 2050 IMPLEMENTATION

The Visualize 2050 National Capital Region Transportation Plan is the current federally required metropolitan transportation plan approved by the TPB in December 2025. It provides a financial plan for transportation investments through 2050 and a detailed analysis to help decision makers and the public "visualize" the region's future. This activity describes work to support implementation of the Visualize 2050 plan.

- Conduct general coordination and outreach to members to help members understand and implement the plan and the priority strategies supported by the TPB.
- Conduct analysis as necessary to support the TPB priorities and identify progress made towards accomplishing them.

1.2 NEXT MTP DEVELOPMENT

TPB staff will also undertake other activities to advance the development of the next metropolitan transportation plan which is expected to be completed by early 2030.

- Provide opportunities for consideration, coordination, and collaborative enhancement of the TPB's metropolitan transportation plan.
- Communicate to Board members and other stakeholders the key planning activities for the next plan update. Conduct coordination across all tasks to support plan development among internal staff, external stakeholders, and consultants.
- Conduct planning and coordination activities related to TPB's performance-based approach to transportation planning and programming and the federal planning factors.

1.3 FEDERAL COMPLIANCE

The TPB has federal responsibilities, and this task supports work to maintain compliance with those requirements.

- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.
- Document key regional transportation planning activities conducted as part of the process to develop the next National Capital Region Transportation Plan.

1.4 PERFORMANCE-BASED PLANNING AND PROGRAMMING

Federal surface transportation law, as developed in MAP-21 and continued under the FAST Act, calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. States and MPOs must integrate performance-based plans into their planning process, including goals, objectives, performance measures, and targets, either directly or by reference.

USDOT has established performance measures and subsequently states and public transportation providers have established related performance targets. The TPB subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the MTP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The TPB reviews system performance against its targets to track progress towards attainment of critical performance outcomes for the TPB region.

- Develop data and reports for the TPB's setting of targets and tracking of federally specified performance measures, in accordance with Letters of Agreement that have been signed between TPB and partner agencies.
- Coordinate with the states and public transportation providers on data collection and sharing, targets, and federally required reporting.
- Set annual, bi-annual, and quadrennial targets per the specific performance measures' adoption schedule.
- Report on performance in relation to previously set targets, as required.
- Support TPB as it reviews data and sets required targets.
- Enhance availability, visualization, and mapping (GIS) of performance-based information on the TPB website.
- In coordination with the TIP, conduct analysis using the TPB's Project InfoTrak system and other resources to better understand system performance and identify potential future improvement opportunities.

1.5 POLICY BOARD-DIRECTED ACTIVITIES

The TPB is a policy board that can take action on a variety of transportation planning and policy initiatives. This task will support any activities that the Board directs staff to do.

- Carry out additional activities as directed by the TPB.

1.6 COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

TPB, with the Metropolitan Washington Council of Governments (COG) acting as administrative agent, is the designated recipient for the Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities Program for the Washington, DC-VA-MD Urbanized Area. Enhanced Mobility provides funding for transportation for people with disabilities and older adults who have difficulty using public transportation. The program provides approximately $10 million annually in matching grant funds for non-profit organizations, local governments, transit agencies, and private for-profit providers. The TPB is responsible for updating and maintaining the federally required Coordinated Human Service Transportation Plan, which is the guiding document for selecting projects and implementing the Enhanced Mobility Program.

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan to provide an array of transportation services and options to older adults and people with disabilities.
- Update the Coordinated Human Service Transportation Plan, due May 2027.
- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

2. Transportation Improvement Program

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **FY 2026-2029 TIP** • **Maintain and continue to tailor the TPB's project database (Project InfoTrak) to meet the needs of staff and members**
TOTAL COST ESTIMATE	**$903,473**

2.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROGRAMMING

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next six years for distributing federal, state, and local funds for state and local transportation projects. This activity will encompass the following work tasks in FY 2026:

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Explore opportunities to enhance TPB products with additional workflow efficiencies or analysis related to projects and programs, especially as a part of the for future metropolitan transportation plan/TIP publications.
- Provide public access to long-range plan and TIP project data through an improved online searchable database with integrated GIS project mapping.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding fiscal year compared against the federal funding programmed for that year in the TIP of record.
- Develop and document internal and external standard operating procedures for regularly occurring processes, including Technical Inputs Solicitation/Call for Projects for adoptions, amendments, and administrative modifications, approvals and notifications, obligation reports, etc.
- Develop and document a custom user's manual for the Project InfoTrak system that can be used for training and as a reference guide for COG/DTP PIT administrators, other COG staff, and external users at the local, state, and federal levels.
- Improve the experience of accessing plan and TIP project information via the Project InfoTrak public portal for members of the public, staff from state, regional, and local transportation agencies, and our federal partners by achieving and maintaining high quality data and mapping information and working with our consultant to enhance the portal tool.

2.2 TIP DATABASE SUPPORT

TPB contracts with an outside vendor to house and provide direct technical support to maintain its Project InfoTrak project database. developed the iTIP Database, called Project InfoTrak (PIT), which provides a complete upgrade and overhaul to the project database information system. This system enables TPB's management of the MTP and TIP projects to be in one enhanced, unified, user-friendly, customizable system that is branded with TPB styles. The system has the ability to add or change fields, forms, queries and reports to respond to data requests or changes to requirements and incorporates GIS mapping of projects into the system. This allows for data to be exported and used in other ArcGIS applications. The system allows the many data input users to provide automated data transfers to the extent possible. The system includes searchable data sets for the public, TPB members, federal approval agencies, and other stakeholders to query and interact with using maps, reports and charts. These are the work activities that will be undertaken to support this task.

- Provide additional customizations to the system's forms, reports, and functionality.
- Provide assistance and guidance in using the Project InfoTrak system for the amendments and future iterations of the metropolitan transportation plan, TIP, and other TPB planning products.
- Provide ongoing help desk service for TPB staff and agency users to troubleshoot any technical issues that arise.
- Assist state DOT and other agency users with large-scale data transfer requests for major TIP amendments.
- Provide TPB staff with greater access to platform customization tools, including the ability to add new values to existing multi-select fields, add new fields, and possibly access to form and report design elements.

3. Multi-Modal Planning

OVERSIGHT	**Various (see below)**
MAJOR PRODUCTS	**See program-specific products below**
TOTAL COST ESTIMATE	**$4,680,409**

3.1 SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY PLANNING

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Regional ITS architecture maintenance** • **Documentation of ITS and CAV deployments in the region**

This task addresses requirements for Regional Transportation Systems Management and Operations (RTSMO) and related technology.

This task includes:

- Conduct regional planning activities regarding regional transportation systems management and operations (RTSMO) and emerging technologies, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Conduct Traffic Incident Management (TIM) planning as a component of RTSMO.
- Conduct regional planning activities regarding connected/autonomous vehicles (CAVs).
- Compile information on ITS and CAV deployments in the region.
- Maintain the Regional Intelligent Transportation Systems (ITS) Architecture.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.

3.2 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

OVERSIGHT	**COG Transportation Emergency Preparedness Committee in coordination with the Systems Performance, Operations, and Technology Subcommittee**
MAJOR PRODUCTS	• **Documentation pursuant to DHS and UASI requirements**

This task provides support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors and its public safety programs. This is a component of a much larger regional set of emergency preparedness activities funded primarily outside the UPWP by U.S. Department of Homeland Security (DHS) and COG local funding. The Regional Emergency Support Function #1 (R-ESF 1) Transportation Emergency Preparedness Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management agencies, police, fire, and other emergency response committees.

This task includes:

- Undertake transportation emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes, in conjunction with COG's Department of Homeland Security and Public Safety.
- Conduct Traffic Incident Management (TIM) planning as it relates to transportation emergency preparedness planning.
- Support the regional Transportation Emergency Preparedness Committee (R-ESF 1).

3.3 TRANSPORTATION SAFETY PLANNING

OVERSIGHT — **TPB Transportation Safety Subcommittee**

MAJOR PRODUCTS

- **Documentation for FAST Act performance and target reporting requirements**
- **Updated Safety Data Analysis**
- **Workshop(s)**

This task addresses planning for safety aspects of the region's transportation system and coordinating with various state and local safety planning efforts including development and implementation activities associated with Strategic Highway Safety Plans and Vision Zero efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.

This task includes:

- Conduct regional roadway safety planning including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region.
- Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.

- Update crash data analysis with 2026 data, when it becomes available, and develop new charts, graphs, and tables.
- Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
- Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct one or more workshops, targeting member agency staff, regarding transportation/roadway safety.
- Continue to support COG with exploring the development of a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement).
- Maintain and enhance the Transportation Safety portions of the TPB website to ensure its value as a regional resource by potentially adding content such as safety data trends, links to local safety studies including before and after studies of safety countermeasures, highlights of emerging practices/approaches, toolkit/guidance documents, and funding opportunities.
- Develop methodology and tools for conducting economic analysis of safety investments.
- Begin implementation of short-term recommendations identified in the FY2026 Regional Inventory of Roadway Safety Strategies study.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles.

3.4 BICYCLE AND PEDESTRIAN PLANNING

OVERSIGHT	**TPB Regional Bicycle and Pedestrian Subcommittee**
MAJOR PRODUCTS	• **Updated Regional Bicycle and Pedestrian Plan** • **Updated National Capital Trail Network map** • **Regional outreach workshops**

This task addresses planning for bicycle and pedestrian aspects of the region's transportation system and coordinating with related state, regional, and local efforts. This task includes:

- Conduct regional planning regarding bicycle and pedestrian activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Monitor implementation of National Capital Trail Network projects.
- Monitor and update nonmotorized recommendations for project information in the Transportation Improvement Program (TIP) and Project Info Tracker (PIT), in conjunction with Task 2.

- Conduct regional planning regarding emerging mobility technologies, such as dockless bikesharing and electric scooters.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.
- Complete the updated Regional Bicycle and Pedestrian Plan and share findings from the Plan through a StoryMap and other information on the website.
- Address recommendations and data gaps that emerge from the 2026 update of the Regional Bicycle and Pedestrian Plan.
- Conduct survey of member jurisdictions on status of adoption and implementation of Complete Streets policies and principles and document findings on website.

3.5 REGIONAL PUBLIC TRANSPORTATION PLANNING

OVERSIGHT	**TPB Regional Public Transportation Subcommittee**
MAJOR PRODUCTS	• **Annual report, data compilation, reports on technical issues, and outreach materials** • **DMV*Moves* Initiative implementation** • **Private Provider involvement documentation**

This task addresses planning for public transportation aspects of the region's transportation system and coordinating with related state, regional, and local efforts. This task includes:

- Conduct regional planning regarding public transportation activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Continue implementation of federal requirements for performance-based planning, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Address Bus Rapid Transit (BRT) planning and coordination as part of regional public transportation planning activities.
- Produce an annual State of Public Transportation report.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

- Conduct TPB-led activities needed to implement the recommendations from the regional DMV*Moves* initiative including:
    - Overall Plan Progress Reporting - Annual report to TPB (from staff) on the overall status of DMV*Moves* implementation
    - Work with region's transit operators to move forward on implementation of Regional Integration Action Plan, in particular:
        - Provide annual performance reporting through the State of Public Transportation Report.
        - Facilitate adoption of regional bus service guidelines.
        - Regional Bus Priority Plan – Define outcomes and targets, system benefits, and roles & responsibilities for the initial 7-corridor system concept.
        - Bus Stops - Facilitate agreement on methodologies and processes to assess bus stop conditions relative to guidelines and to prioritize bus stop upgrades in an equitable manner.
        - Support COG's Procurement team in convening Joint Transit Procurement Committee and supporting the sharing of opportunities through list serve and contracts clearinghouse.

3.6 FREIGHT PLANNING

OVERSIGHT	**TPB Freight Subcommittee**
MAJOR PRODUCTS	• **Update of the National Capital Region Freight Plan**

This task addresses planning for freight aspects of the region's transportation system and coordinating with related state, regional, and local efforts. The Regional Freight Plan, updated and adopted by the TPB in September 2023, provides guidance for continued regional planning activities.

This task includes:

- Conduct regional planning regarding freight and goods movement activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Compile and analyze data to support regional freight planning.
- Conduct a symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.

- Support the TPB Freight Subcommittee in its coordination and advisory roles.
- Complete update of the National Capital Region Freight Plan (last updated in FY 2023) initiated in FY 2026, that will include: visualization of goods movement in the region using new data sources; identify impacts of congestion on freight transportation including congestion hot spots; examine issues and challenges such as first/mile connections, curb management, and truck parking; and provide information on the economic value of the freight transportation network to the region.

3.7 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

OVERSIGHT **MATOC Steering Committee**

MAJOR PRODUCTS

- **MATOC Steering Committee Materials**

This task is to provide TPB's planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies, as MATOC pursues its function of providing real-time situational awareness of transportation operations in the National Capital Region. TPB is an ex-officio member of MATOC.

This task includes:

- Provide administrative support for the MATOC Steering Committee, including preparation of agendas and summaries and tracking of action items.
- Provide TPB staff input and advice to the MATOC Steering Committee and its subcommittees and working groups.
- Address Traffic Incident Management (TIM) as it relates to MATOC planning.
- Provide briefings to the TPB on MATOC Program progress as requested.

3.8 RESILIENCY PLANNING

OVERSIGHT **TPB Technical Committee**

MAJOR PRODUCTS

- **Scenario planning to test impact of flooding on roadway network using the regional travel demand forecasting model Resiliency studies and analysis Transportation Resilience Improvement Plan – support updates as needed**

This task addresses planning for the resiliency of the region's transportation system, particularly regarding impacts from extreme weather and other natural hazards and coordinating with various state and local resiliency planning efforts. Planning for transportation resiliency and reliability is one of the federal Planning Factors, as well as one of TPB's policy priorities. Work will follow and expand upon the TPB Transportation Resiliency Study, building upon the planning and capital-programming

activities that the TPB member agencies and select partners are undertaking to prepare for the transportation system to be resilient in the face of natural disasters. Among topics of focus will be regional vulnerabilities to natural hazards, strategies for strengthening transportation infrastructure and service, and MPO roles in resilience planning efforts.

This task includes:

- Conduct regional planning regarding transportation resilience activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Coordinate with relevant jurisdictions and committees on regional transportation resilience issues.
- Compile and analyze data to support regional transportation resilience planning.
- Support the Regional Transportation Resilience Subcommittee with quarterly meetings on related issues, continuing the collaboration of member agencies in the working group during the TRIP process to help guide regional work post-TRIP.
- Maintain and update the Transportation Resilience Improvement Plan (TRIP):
    - Conduct outreach and follow-up activities regarding the Transportation Resilience Improvement Plan (TRIP) to continue to socialize the plan.
    - Continue to incorporate findings and recommendations from Vulnerability Assessment and TRIP into TPB Regional Transportation Resiliency Planning Program.
    - Conduct one or more regional resiliency planning training, outreach or professional development forums to strengthen regional awareness about resiliency planning issues specifically in the transportation sector.
    - Annual update of transportation resilience project list and continue to support member agencies grant applications/requests for assistance on state or national resilience planning funding programs (like PROTECT).
    - Expand the TRIP project request guidance document into an educational document/resource guide for regional planners.
- Conduct resiliency studies and analyses:
    - Analyze RITIS data for all TPB localities for road closures due to natural hazards for each year data is available. Update currently existing dataset and GIS layers with full data through the end of 2025. With this complete picture of a summer with lots of extreme rainfall events, complete analysis and report on results. Publish map as public, interactive dataset. Project will begin in FY26 but will continue into FY2027.
    - Complete analysis on impacts of extreme heat to transit riders with particular focus on access to critical infrastructure and disseminate findings through presentations and website materials.
    - Analysis of flood-related travel impacts - This analysis will utilize up to two flood scenarios from last year's inland flooding study and provide inputs to the TPB travel demand model to analyze how travel is affected when segments of the network are

impassable due to flooding. Complete a similar model run for an extreme heat scenario. Project will begin in FY26 but will continue into FY 2027.

- Impacts of natural hazards on pavement condition – Conduct analysis to overlay roadway pavement condition map layers with resilience mapping tool layers. Analyze the results in a short report or mapping tool to identify potential impacts of flooding on asset conditions.
- Access to Public Services Analysis - Complete study to better understand access to public services in the face of natural hazards using map of critical public facilities and centers in the region (locations like healthcare facilities, schools, fire stations, etc.).

4. Public Participation

OVERSIGHT	**Transportation Planning Board**
MAJOR PRODUCTS	• **Public comment solicited and documented** • **CAC and AFA Committee reports** • **Conduct a Community Leadership Institute session** • **Update the 2020 Participation Plan** • **Information dissemination through the website, social media, and printed documents** • **Communication support for all Tasks**
TOTAL COST ESTIMATE	**$1,241,721**

4.1 PUBLIC PARTICIPATION AND OUTREACH

Public participation, outreach, and communications are essential to carrying out the continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process. The TPB's 2020 Participation Plan guides all public involvement activities to support the development of the plan, TIP, and all other TPB planning activities. The TPB's Participation Plan emphasizes involving traditionally disadvantaged populations in the planning process, as part of the TPB's commitment to ensuring nondiscrimination in all its programs and activities as required under Title VI. Virtual Public Involvement (VPI) tools have played an integral role in how the TPB has been conducting public involvement over the past few years, and the TPB will continue to use them wherever possible. This activity will encompass the following work tasks:

- Provide staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults as the TPB's primary strategy for engaging traditionally underserved population groups in the planning process and for providing guidance on Human Service Transportation Program activities. Feedback from the AFA Committee on transportation plans, projects, programs, services, and issues that are important to the communities represented by the AFA will be shared with the TPB.
- Conduct public involvement as described in the TPB Participation Plan, which was approved by the TPB in October of 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department.

- Update the 2020 TPB Participation Plan to reflect recommendations of the 2022 TPB Participation Plan Implementation Evaluation Final Report and incorporate TPB public involvement strategies and practices developed since 2020 as part of the Metropolitan Plan (National Capital Region Transportation Plan) public comment and communications process. Provide 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.
- Provide 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.
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision-making in the metropolitan Washington region.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI).

4.2 COMMUNICATIONS

This activity will encompass the following work tasks:

- Develop written and visual materials to spread information about regional transportation planning issues, the role of the TPB as the MPO for the metropolitan Washington region, explain how transportation decision-making works, and engage with the public.
- Support staff as they develop technical reports, meeting materials, technical assistance program solicitation period materials, educational events/webinars, and publications to communicate information developed in various tasks within the UPWP.
- Produce content for the TPB News and other digital publications.
- Regularly update information on the TPB's webpages and Visualize 2050 website, ensuring the content is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

5. Travel Forecasting

OVERSIGHT	**TPB Travel Forecasting Subcommittee**
MAJOR PRODUCTS	• **Staffing the TPB Travel Forecasting Subcommittee (TFS)** • **A series of highway and transit networks used by the regional travel demand forecasting model, together with technical documentation, for use in technical studies, such as air quality conformity analyses, development of air quality state implementation plans (SIPs), scenario studies, and model development activities.** • **Development, maintenance, support, and improvement of the COG/TPB regional travel demand forecasting methods, including both the production-use and developmental travel models, and associated documentation.** • **Keeping abreast of best practices in travel demand modeling.**
TOTAL COST ESTIMATE	**$4,299,975**

The Travel Forecasting work activity consists of two sub-activities: 1) Network Development and 2) Model Development and Support. The goal of Network Development is to prepare the transportation networks that are used by the regional travel demand model. The goal of Model Development and Support is to develop, maintain, support, and improve the TPB's regional travel demand forecasting methods for both tactical and strategic planning models.

5.1 NETWORK DEVELOPMENT

Develop, maintain, and improve the transportation networks used as inputs to the TPB's regional travel demand forecasting models, both the production-use and developmental models.

Planned tasks for FY 2027:

- Develop a base-year transit network representing recent conditions, which is used as the starting point for developing future-year transit networks used by the regional travel demand forecasting model. Staff plan to develop a year-2026 base year network between December 2026 and March 2027.
- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, and mobile emissions planning work. Examples include scenario studies; air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP); State Implementation Plans (SIPs) for

attaining or maintaining air pollution standards; and emissions reductions studies. There is year-to-year variation in how many networks must be developed and which network years are needed for any upcoming studies (e.g. updating the LRTP versus doing mobile emissions work for SIP development), but, in general, new transportation networks will be developed yearly or every two years.

- Maintain, refine, and enhance both 1) the multi-year transportation network geodatabase used in regional travel demand modeling, and 2) the software used to edit and update the geodatabase, known as COGTools. Consultant (ASRI) will make several updates to COGTools, including migrating COGTools from ArcGIS 10.X to ArcGIS Pro, and migrating its implementation programming language from VB.NET to C#. This work will be conducted in both FY 2026 and in FY 2027.
- Develop additional utilities (e.g., Python scripts) that facilitate network development activities.
- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.4.6 Travel Model, which requires networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which requires networks in Cube Public Transport (PT) format. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.4 Model) to the disaggregate, activity-based travel model (Gen3 Model), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime). A beta release of the Gen3 Model was made available on November 7, 2025. It is hoped that a production-ready version of the Gen3 Model could be ready by spring 2025 (FY 26).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- Respond to network-related technical data requests.
- Keep abreast of best practices in network development, including software offered by the major vendors (e.g., Bentley, PTV, and TransCAD) and open-source efforts, such as the General Modeling Network Specification (GMNS).

5.2 MODEL DEVELOPMENT AND SUPPORT

Develop, maintain, support, and improve the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. Regarding tactical models, the TPB regional travel demand forecasting methods include both production-use and developmental travel models. The current production-use travel model is an aggregate, trip-based travel model (TBM), also known as a "four-step model," or FSM, called the Generation 2, or Gen2/Ver. 2.4 Travel Model. An example of a developmental TPB travel model is the Generation 3, or Gen3 Travel Model, a disaggregate, activity-based travel model (ABM). This developmental model has been developed, with consultant assistance, over a multi-year period and is implemented in both the open-source ActivitySim software package (demand model) and Bentley Systems OpenPaths Cube software (supply model). The Gen3 Travel Model is now in its third and final phase of development. The two goals of the Phase 3 development were 1) Usability testing, where the model was run in parallel with the Gen2 Model, to make sure that it was performing as expected; 2) developing ancillary modeling processes, such as toll setting, which are needed to use the model for production work. In 2025 (FY 26), the Gen3 Travel Model was run, in parallel with the Gen2 Travel Model, using a subset of the scenarios in the air quality conformity analysis of Visualize 2050. Regarding strategic models, TPB staff plans to continue, when time permits, exploring the use of strategic planning models, such as

RSPM and VisionEval. The Model Development and Support work activity also includes related tasks such as data collection, research, and interfacing with travel demand modeling staff at peer MPOs.

Planned tasks for FY 2027:

- Staff the TPB Travel Forecasting Subcommittee (TFS). Conduct about six meetings per year.
- Travel modeling on-call consultant: The multi-year consultant contract to develop the Gen3 Travel Model, an activity-based model (ABM) that uses ActivitySim software, ended in December 2025. A new solicitation was held in fall 2025 to find one or more vendors to help TPB staff with model development activities. This on-call model assistance work is being structured as an initial contract lasting for up to one fiscal year (due to the timing of the solicitation process, the contract will last for only the latter half of FY 2026), renewable for up to two additional fiscal years (FY 2027 and FY 2028), meaning that the selected vendor or vendors could potentially hold the contract for up to three years (where the first half-year counts as the first year). As noted in the RFP, COG prefers a single award but reserves the right to award a split contract if it is deemed there is a benefit to have more than one consultant on the project. The expected funding level for this contract is $450k per year. Below is a non-exhaustive list of planned tasks over the 2.5-year period:
  - Task 1. Attend relevant meetings and provide ad-hoc assistance to TPB staff on matters not covered by other task orders. This would be a yearly task covering FY 2026 (latter half), FY 2027, and FY 2028.
  - Task 2. Develop a strategic plan for the improvement of travel demand forecasting methods used by the COG/TPB staff. This would likely occur in FY 2026 or FY 2027.
  - Task 3. Review of travel demand forecasting model (TDFM) software. Likely FY 2026 or FY 2027.
  - Task 4. Gen2 Travel Model (trip-based model): Assistance with re-calibration, re-validation, or other improvements. FY 2026, FY 2027, and FY 2028.
  - Task 5. Gen3 Travel Model (activity-based model): Assistance with the continual development and application of the new model. FY 2026, FY 2027, and FY 2028.
- In December 2025, after a competitive selection process with multiple vendors, two consulting firms were chosen to conduct the on-call model assistance work: RSG and Cambridge Systematics (CS). CS has been awarded Task 2 (Strategic Plan), and RSG has been awarded Tasks 1, 3, 4, and 5. Since the project is still in the early stages, formal timelines have not yet been developed, so any dates listed in the task list above are tentative.
- Maintain, update, and enhance the TPB's current production-use, trip-based, Gen2 Travel Demand Model, potentially with the 2017/2018 Regional Travel Survey (RTS) data. This work was noted above under Task 4. Work would be split between the consultant and COG/TPB staff. Although the Gen3 Travel Model was released to the public in beta format on November 7, 2025, and is hoped to become production-ready by spring 2026, COG/TPB staff intend to maintain and support both the Gen2 and Gen3 model for an indefinite period.
- Support both internal and external users of the TPB's production-use travel demand forecasting model(s). The current production-use regional travel model is an aggregate trip-based model called the Gen2/Ver. 2.4.6 Model. As noted above, the disaggregate, activity-based model, called the Gen3 Model, is, as of 11/7/25, in beta release, for testing by interested modeling stakeholders. It is hoped that the Gen3 Model will be deemed production ready by the COG/TPB staff in spring 2026. If that occurs, then

COG/TPB staff will be supporting two production-use travel models (Gen2 and Gen3) for an indefinite period.

- Develop a strategic plan for the improvement of travel demand forecasting methods used by the COG/TPB staff. The previous strategic plan was conducted in 2015. That strategic plan was contained in three reports, dated October 15, 2015.[13] The 2015 plan had a seven-year horizon. The 2015 strategic plan had two main goals. First, to ensure that the TPB model was at least state of the practice, when compared to our peer MPOs. Second, to ensure that the TPB model was able to adequately address the policy questions being asked by the TPB and the local area modeling stakeholders. This task would be conducted by the new modeling consultant (Cambridge Systematics), in consultation with COG/TPB staff, and was mentioned above as "Task 2." Timing will be dependent on discussions with the selected consultant, but the project could run from early 2026 (FY 2026) through the fall of 2026 (FY 2027).
- Review of travel demand forecasting model (TDFM) software: Once the development of the Gen3 Travel Model is complete or largely complete, TPB staff intends to conduct a review of TDFM software, to determine if staff is using the best of the available software packages (in terms of metrics such as features, performance, usability, and cost). This task would be conducted by the new modeling on-call consultant (RSG), in consultation with COG/TPB staff, and was mentioned above as "Task 3." Timing will depend on discussions with the selected consultant, but the project could run from early summer 2026 (FY 2026) through the fall of 2026 (FY 2027).
- Promote the regional coordination of transit on-board surveys (RC TOBS) to ensure that the surveys provide information needed by both transit agencies and COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models. Since there are more than 25 transit operators in the modeled area,[14] one possible approach is a continuous survey approach, where 5-7 operators are surveyed each year, such that all operators would be surveyed every five years. Although this work would be conducted for COG's Travel Forecasting and Emissions Analysis (TFEA) Team, it would be managed by and conducted by COG's Planning Data and Research (PRD) Team. See Work Activity 7 ("Transportation Research and Data Programs") for further details. This is a continuing, multi-year activity.
- Identify, and possibly obtain, data needed to support development of the Gen3 Model and/or its successor model, such as the Gen4 Model. The most important observed data for estimating and calibrating the travel model is the household travel survey (e.g., the Regional Travel Survey) and the transit on-board surveys (TOBS). Additionally, there could be other useful data sets, such as those from Big Data. See Work Activity 7 ("Transportation Research and Data Programs") for further details.
- Development of open-source ActivitySim software and participation with the ActivitySim Consortium: Attend the ActivitySim Consortium meetings, participate in the decision-

[13] Cambridge Systematics, Inc., *Identifying Potential Opportunities for Model Improvement, Task Order 15.2, Report 1 of 3*, Final Report, with John (Jay) Evans et al. (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, 2015), https://www.mwcog.org/transportation/data-and-tools/modeling/review-of-travel-modeling-procedures/; Cambridge Systematics, Inc., *Status of Activity-Based Models and Dynamic Traffic Assignment at Peer MPOs, Task Order 15.2, Report 2 of 3*, Final Report, with John (Jay) Evans et al. (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, 2015), https://www.mwcog.org/transportation/data-and-tools/modeling/review-of-travel-modeling-procedures/; Cambridge Systematics, Inc., *Strategic Plan for Model Development, Task Order 15.2, Report 3 of 3*, Final Report, with John (Jay) Evans et al. (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, 2015), https://www.mwcog.org/transportation/data-and-tools/modeling/review-of-travel-modeling-procedures/.

[14] See, for example, p. 57 Meseret Seifu and Jane Posey, *Highway and Transit Networks Used in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (Gen2/Ver. 2.4 Travel Model)*, with Feng Xie et al. (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, 2022), https://www.mwcog.org/transportation/data-and-tools/modeling/model-documentation/.

making representing COG/TPB, and coordinate with other member agencies, including MPOs, state DOTs, and other transportation agencies, on the maintenance and development of ActivitySim and PopulationSim, two major components of the Gen3 Travel Model. Since 2014, the Association of Metropolitan Planning Organizations Research Foundation (AMPORF, which is staffed by AMPO staff) has served as the administrative agent for the ActivitySim Consortium. However, in July 2025 (FY 2026), AMPORF transferred administrative control to a new, non-profit organization: The Zephyr Foundation for Advancing Travel Analysis Methods.[15]

- Keep abreast of best practices in travel demand modeling.
- Continue developing knowledge of, and providing support for, other DTP staff in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP's Planning Data & Research (PDR) Team and DTP's Plan Development and Coordination (PDC) Team.
- Respond to travel-model-related technical data requests from consultants, state/local agencies, and academics.
- Working with COG's Office of Information Technology (IT) to acquire and maintain the hardware and software needed to conduct regional travel demand modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises). Assist COG IT to ensure that both on-prem and cloud computers meet the modeling needs of staff.
- Continue to use version control software, such as Git and GitHub, to manage the computer code for COG's production-use travel models, developmental travel models, and network management software (COGTools).

[15] "ActivitySim," with Zephyr Foundation et al., August 2025, https://zephyrtransport.org/ActivitySim/.

6. Mobile Emissions Planning

OVERSIGHT

TPB Technical Committee in consultation with the Metropolitan Washington Air Quality Committee (MWAQC)

MAJOR PRODUCTS

- **Activities related to conducting regional air quality conformity analyses, such as conducting runs of the travel model and mobile emissions model and preparing technical documentation.**
- **Keep abreast of federal requirements related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software.**
- **Support development of State Implementation Plans (SIPs), such as an attainment plan or a maintenance plan, regarding the 2015 ozone National Ambient Air Quality Standards (NAAQS), including developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx).**
- **Coordinate with MWAQC and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of the 2015 ozone NAAQS.**
- **Emissions Reduction Planning: Provide support for efforts to mitigate emissions due to the on-road transportation sector.**

TOTAL COST ESTIMATE

$3,138,142

The Mobile Emissions Planning work activity consists of two sub-activities: 1) Air Quality Conformity, Including Activities Associated with the Long-Range Transportation Plan; and 2) Mobile Emissions Analysis, Including Emissions Reduction Activities. The goal of this work activity is to conduct a wide range of analyses to quantify mobile-source emissions levels of various air pollutants, in support of air quality planning and development of Transportation Emissions Reduction Measures (TERMs). TPB staff is also actively involved with air quality-related State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of motor vehicle emission budgets (MVEBs) for criteria pollutants that are analyzed in air quality conformity work. This task also covers emission reduction activities, which strive to reduce emissions from the on-road transportation sector. Lastly, this task includes other studies where the regional travel model and/or the mobile emissions model are applied (i.e., model application, as opposed to model development).

6.1 AIR QUALITY CONFORMITY, INCLUDING ACTIVITIES ASSOCIATED WITH THE METROPOLITAN TRANSPORTATION PLAN

The 1990 Clean Air Act Amendments require MPOs to conduct detailed system-level technical analyses to demonstrate that future mobile source emissions resulting from the region's plans and programs comply with federally approved motor vehicle emissions budgets. This task supports air quality conformity analyses and other air quality modelling to comply with federal regulations. This activity will encompass the following work tasks in FY 2027:

- If requested by the implementing agency, conduct the air quality conformity (AQC) analysis, i.e., the travel demand modeling and mobile emissions modeling, of the TPB's Metropolitan Transportation Plan and the associated Transportation Improvement Program (TIP), each time that there is an update to the plan. The plan must be updated at least every four years, but it is sometimes updated more frequently with off-cycle amendments. TFEA staff also provide technical support for any other technical activities related to the MTP, such as performance analyses, which are activities led by the Plan Development and Coordination (PDC) Team.
- EPA's Motor Vehicle Emission Simulator (MOVES) software/model: Keep abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's mobile emissions modeling software, especially the latest versions of this tool (MOVES4 and MOVES5), and possible further revisions to the model.
- Continue using MOVES5 for production work for development of SIPs and conducting future air quality conformity analyses.
- Continue working to incorporate federal Performance-Based Planning and Programming (PBPP) requirements pertaining to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program into the planning process as it relates to the adopted MTP.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air-quality-related matters in the region.

6.2 MOBILE EMISSIONS ANALYSIS, INCLUDING EMISSIONS REDUCTION ACTIVITIES

The goal of this task is to conduct a wide range of analyses to quantify mobile-source emissions levels of various air pollutants in support of air quality planning and development of Transportation Emissions Reduction Measures (TERMs). TPB staff is also actively involved with State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of mobile emission budgets for criteria pollutants that are analyzed in air quality conformity work. This task also covers emissions reduction planning activities, which strive to reduce mobile emissions from the on-road transportation sector. Lastly, this task includes other studies where the regional travel model and/or the mobile emissions model are applied (i.e., model application, as opposed to model development).

- Support COG's Department of Environmental Programs (DEP) and state air agencies, in coordination with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees, in the development of state implementation plans (SIPs), such as attainment plans or maintenance plans, designed to allow the metropolitan Washington region to attain or maintain National Ambient Air Quality Standards (NAAQS). This work could include developing inventories of mobile emissions for volatile organic compounds (VOC) and

nitrogen oxides (NOx) using the EPA's MOVES model, development of motor vehicle emissions budgets (MVEBs), which are set in the SIP for use in the AQC analysis, and development of documentation.

- Vehicle registration/vehicle identification number (VIN) data: VIN data is typically acquired from the state air agencies, working with the state motor vehicle administrations, every three years. The 2023 VIN data was acquired in 2024 and processed to prepare inputs for the AQC analysis of Visualize 2050 and for the 2015 Ozone NAAQS Redesignation Request/Maintenance Plan. In fall 2026 (FY 2027), TPB staff will solicit bids from contractors to find the best VIN-decoding software and will request 2026 VIN data from the three state air agencies. From Jan. to Jun. 2027 (FY 2027), TPB staff will process the 2026 VIN data. The 2026 VIN data will be used to create inputs for future AQC and SIP planning activities.
- EPA's Motor Vehicle Emission Simulator (MOVES) software/model:
    - Revisit opportunities to refresh inputs to the EPA's MOVES software in consultation with regional environmental and transportation agency partners.
    - Keep abreast of MOVES model updates and best practices and conduct sensitivity tests of new versions of the MOVES model that may be released by EPA (e.g., MOVES5 and, potentially, MOVES6).
- Working with COG's Office of Information Technology (IT), acquire and maintain the hardware and software needed to conduct regional mobile emissions modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises).
- Emissions reduction activities for the on-road transportation sector
    - Provide technical support to COG/DEP staff regarding regional electric vehicle planning activities, including the activities focused on implementation.
    - When requested by DEP, develop transportation-sector emissions inventories and track trends and progress.
    - 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 will continue to coordinate planning activities with the state departments of transportation related to the Carbon Reduction Program (CRP) and provide assistance to the state DOTs.
    - Climate Pollution Reduction Grants (CPRG): This program provided an investment of $5 billion to support efforts by states, municipalities, air pollution control agencies, and tribes to develop and implement strong, local greenhouse gas reduction strategies. Staff will continue to participate in future activities related to the program as required by the EPA.
- Respond to technical requests from COG/DEP and from TPB member jurisdictions for readily available mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.
- COG's Travel Forecasting and Emissions Analysis (TFEA) Team will support resiliency planning conducted by COG's Multimodal Planning (MP) Team. Support could include testing scenarios where some roads are assumed to be unusable due to coastal or riparian flooding. TFEA staff would develop the base and alternative transportation networks, run the regional travel demand forecasting model, and help interpret the results. This would be a potential opportunity to run the new activity-based travel model (Gen3 Model) in parallel with the trip-based travel model (Gen2 Model) to compare performance.

7. Transportation Research and Data Programs

OVERSIGHT	**Various (see below)**
MAJOR PRODUCTS	**See program-specific products below**
TOTAL COST ESTIMATE	**$7,083,395**

This task entails conducting and supporting regional travel trends research and travel monitoring using research, surveys data analytics to inform regional transportation planning, understanding, and decision making. This task includes developing and maintaining data management procedures and systems required to conduct these activities and to document and report on research findings using advanced reporting and visualization techniques. This task also includes the research, analysis, and publications of TPB's Congestion Management Process (CMP) program.

7.1 TRANSPORTATION RESEARCH AND ANALYSIS

OVERSIGHT	**TPB Mobility Analytics Subcommittee and TPB Travel Forecasting Subcommittee**
MAJOR PRODUCTS	• **Staffing the TPB Mobility Analytics Subcommittee** • **Presentations, visualizations, and information reports on travel monitoring and travel trends analyses, including ongoing development and maintenance of the Mobility Analytics Program (MAP) data platform** • **Collected and processed survey data, presentations and briefing materials for the Regional Travel Survey.** • **Compiled survey data, presentations and briefing materials for Regional Transit Onboard data coordination activities** • **Travel monitoring datasets to support PBPP and Gen3 modeling requirements** • **Recommendations, workplan, and documentation of initial activities for Regional Bike Count Program along Regional Network** • **Technical Support**

Work under this activity focuses on regional transportation research activities, including data collection, surveys, analysis, and documentation. These activities will produce key information and findings that provide insights and understanding of regional travel trends as well as provide key inputs into the regional travel demand forecasting model. Research will cover a wide range of topics to inform regional transportation planning decision making and promote an understanding of key

issues that influence regional transportation. Activities in the subtask will result in standalone products prepared as part of this task or they will be undertaken to provide cross-program support to other program areas and initiatives described elsewhere in this work program.

This activity will encompass the following in FY 2027:

- Continue developing and implementing the Mobility Analytics Program (MAP), which was developed during FY 2025 as a significant enhancement to TPB's travel monitoring/travel trends data program. The MAP is a dynamic, interoperable tool that captures a measurable snapshot of the comprehensive nature of travel in the region through a series of transportation and transportation-related datasets and indicators that help "tell the story" of the nature of travel in the region. The MAP consolidates travel monitoring activities, including data collection and reporting, into a more comprehensive program that features data collected through traditional travel count/monitoring studies, data from Big Data products, established transportation datasets from other agencies, and data collected in support of the Congestion Management Process (CMP). The MAP provides wider access to collected data as well as visualizations developed to help users better understand travel trends occurring throughout the region.
- Convene the Mobility Analytics Subcommittee (MAS), which was established in late 2025 to advise TPB staff on the development of the MAP and serve as a forum of transportation data professionals among TPB members to review and address travel data challenges and opportunities.
- Data collection for the Regional Travel Survey (RTS) will continue in FY 2026 to complete the first phase of RTS data collection that now occurs once every four to five years. For this first phase, data collection commenced in FY 2025 and will be completed during FY 2026.
- Continue coordination of future transit on-board surveys (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction, subsidy allocation, and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validate regional travel demand models, which support many transportation planning studies. This effort is coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee. This item is also noted under Work Activity 5 ("Travel Forecasting").
- Provide cross-program coordination support for all TPB survey efforts, including providing technical advice and expertise on sampling methodologies, field data collection and processing, survey analysis, and development of survey findings and products. This coordination effort will also ensure that the timing of surveys is coordinated to minimize survey overlap that may create undue response burden on selected survey participants and to ensure the communication of survey findings is appropriately timed and coordinated.
- Perform and provide cross-program support to research and analysis efforts using a variety of analytical tools that support regional transportation planning activities and incorporate resulting data into department transportation data products and visualizations. This may include:
    - Research and update traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.

    - Performance Based Planning and Programming, bridge and pavement condition analysis
    - Baseline (existing) conditions for the LRTP performance analysis

- Perform travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and plan development activities.
- Continue developing a program to collect and report active transportation data along the National Capital Trail Network. This may include compiling data collected by other jurisdictions and/or collecting data in the field.
- Continue applying Big Data to analyze travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model.
- Provide briefings to the TPB, TPB Technical Committee, the Mobility Analytics Subcommittee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.
- Respond to inquiries from state and local government staff, survey participants, and the media concerning research, analysis, and findings developed in this task.

7.2 DATA MANAGEMENT AND VISUALIZATION SERVICES

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Data management plan recommendations and documentation** • **Travel trends and dashboard and visualizations** • **Technical reports/memoranda** • **Presentations**

This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task and across numerous programs and developing visualizations of these data as part of research and analysis activities. This also includes the acquisition of Big Data products that are used to support travel trends and travel monitoring analyses identified in the preceding Transportation Research and Analysis subtask.

During FY 2027, key activities will also include:

- Continue developing data management best practices and procedures for collecting, organizing, storing, sharing, and accessing data and data products developed to support planning activities across the department. As part of this, identify and establish a base set of data that can be refreshed and updated on a regular basis developing methodologies for more robust travel trends research and analysis; identify resources to support continued

update of data; leverage appropriate data sources from partner agencies and other external sources, and evaluate new data management techniques and software that may be considered for future applications in transportation research.

- Acquire and host datasets, including large third-party Big Data products, required to support TPB's analysis and research programs.
- Maintain and improve the Regional Transportation Data Clearinghouse as a GIS web-based application to distribute RTDC Data to TPB member agencies by ongoing system administration and updates. Promote the availability and use of the RTDC to local, state, and transit agency partners. Regularly publish and update the following resources on the Regional Transportation Data Clearinghouse (RTDC), as available:
    - Traffic volume and vehicle classification count data.
    - Regional average weekday transit ridership data
    - Freeway and arterial road speed and level of service data
    - Performance Based Planning and Programming Requirements data including Bridge and pavement condition data
    - Socio-economic forecasting data
- Develop and maintain user-friendly and convenient travel trends information and visualizations, including further development of the TPB Resources Applications Page (TRAP), a web-based, interactive tool that consolidates various regional transportation-related data and information products.
- Provide cross-program and/or cross-department support and coordination to
    - Develop standards and processes for the department and outside consultants to develop work products that adhere to best practices for data analysis, data management, and visualizations.
    - Identify opportunities to integrate additional datasets into the regional transportation data clearinghouse, travel monitoring dashboard, or other visualization products.
    - Connect internal and external stakeholders to data resources, including to support the development of the Gen3 Regional Travel Demand Model (see Task #5, "Travel Forecasting").
    - Integrate data and products to be consistent across program areas to ensure consistency when presenting to TPB's stakeholders/audience.
- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including, among others, all plans and other required metropolitan transportation planning products.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.
- Collaborate with other TPB staff on the maintaining existing products and developing new spatial data products that will enhance the visibility of TPB's programs and planning activities to TPB's stakeholders/audience. This may include an active transportation monitoring application for the National Capital Trail Network.

- Respond to requests for TPB GIS metadata, databases, and applications.
- Coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

7.3 CONGESTION MANAGEMENT PROCESS

OVERSIGHT — **TPB Mobility Analytics Subcommittee**

MAJOR PRODUCTS

- **Ongoing maintenance and update of content in online CMP Technical Report products as well**
- **Ongoing development of enhanced online, interactive CMP products such as dashboards and story maps.**
- **Documentation for federal performance and target reporting requirements**

This task develops and maintains the regional Congestion Management Process (CMP), providing information on current congestion on the region's roadways through data analysis, as well as identifying potential multi-modal strategies to manage congestion.

This task includes:

- Continue developing significant enhancements to the CMP program products, including a greater emphasis on online, interactive tools and visualizations to communicate important trends and findings in regional travel analysis that inform the CMP. These enhanced products will be used to develop future online CMP report products as well as inform the metropolitan planning process as key inputs in the consideration of regional congestion in the development of future plans and analyzing plan performance.
- Integrate enhanced CMP data and products into the MAP
- Provide CMP technical input to the Performance-Based Planning task.
- Produce special CMP analyses, such as following a major event or roadway improvement, or examining short- to mid-range trends, such as for impacts of the COVID-19 pandemic, on an as-needed basis.

Support the Mobility Analytics Subcommittee (MAS) in its role to foster technical and methodological coordination in the application of travel analysis data, including vehicle probe data and other congestion data, by member agencies and jurisdictions.

8. Regional Land Use and Transportation Planning Coordination

OVERSIGHT TPB Technical Committee

MAJOR PRODUCTS
- See program-specific products

TOTAL COST ESTIMATE $1,723,834

This task coordinates local, state, and federal planning activities, develops population, household, and employment forecasts (Cooperative Forecasts) that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

8.1 REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

OVERSIGHT TPB Technical Committee

MAJOR PRODUCTS
- Analysis of Activity Center and High-Capacity Transit Station area historic trends and forecasts
- Presentations, visualizations, and information reports
- Updated Cooperative Forecasting land activity forecasts and documentation, if necessary
- Technical support
- Annual Baseline Employment Guidance

Staff will continue to coordinate land use and regional transportation planning in the region. Central to this activity will be supporting ongoing activities of the Cooperative Forecasting Program, including any needed technical updates and analysis of important factors influencing growth assumptions and their implications for regional transportation planning. Activities required to coordinate the development of the Cooperative Forecasts and regional transportation planning will include:

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools.
- Support the COG Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- Work with the Cooperative Forecasting and Data Subcommittee (CFDS) and the region's Planning Directors to develop technical updates to the Cooperative Forecasts (population, household, and employment forecasts), if necessary.

- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into the TPB travel demand-forecasting model.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Work with the CFDS to analyze results and implications of newly-released baseline data products such as the American Community Survey and the Bureau of Labor Statistics employment and labor force estimates for use in developing future updates to and assumptions in the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data and other data products to support local demographic analysis and small-area forecasting.
- Map and analyze updated Cooperative Forecasting growth forecasts in relation to COG's newly updated Activity Centers, high-capacity transit locations, and other areas of special planning consideration in the region.
- Respond to public and stakeholder comments on the Cooperative Forecasts and the Cooperative Forecasting process.
- Develop Travel Model Employment Definition Adjustment Factors, which are applied during post-processing to apply a consistent definition of employment to forecasts for use in the travel demand model.
- Provide continued support for the Transportation Analysis Zone (TAZ) system used in the regional travel demand forecasting model and the Cooperative Forecasting process, including any activities that may be necessary to make TAZ adjustments to support future model development processes.
- Conduct analysis related to regional land use and transportation in support of the development of the next MTP as well as the consideration of vulnerable populations in regional land use and transportation planning. This includes supporting MTP future performance analysis, baseline (existing conditions) analysis, and developing supporting graphics and visualizations to convey complex land use and transportation planning concepts to myriad stakeholders.
- Develop and publish economic, demographic and housing-related information products including the Regional Economic Monitoring System (REMS) reports, the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report, and economic and demographic data tables to be included in the Region Forward work program.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data as information decision support activities for the TPB and COG Board of Directors.
- Update urban typologies for the Regional Activity Centers and High-Capacity Transit station locations to assist with future transportation analyses and planning efforts.

9. Safe and Accessible Transportation Options Grant Programs and Technical Assistance

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Regional Roadway Safety Program Assistance, including final reports, provided by consultant teams** • **TAP Coordination and project selection** • **TLC Technical Assistance including final reports, provided by consultant teams to localities** • **Regional Peer Exchange Network Activities**
TOTAL COST ESTIMATE	**$802,474**

The TPB solicits and selects projects for the following three programs.

9.1 REGIONAL ROADWAY SAFETY PROGRAM

TPB Resolution R3-2021, adopted in July 2020, established the Regional Roadway Safety Program to assist its member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users. Specifically, the Regional Roadway Safety Program provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues.

- Conduct a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues, including studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region's roadways.
- Fund approximately three to eight technical assistance planning projects, or project design effort to achieve 30 percent completion, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical Assistance Programs (and potentially more projects if additional funding is provided by state or local agencies).
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
- Provide staff support for project proposal solicitation, review, and conduct.

9.2 TRANSPORTATION ALTERNATIVES PROGRAM

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).
- Promote TAP funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs).

9.3 TRANSPORTATION AND LAND USE CONNECTION PROGRAM

The TLC Program offers short term consultant technical assistance to local jurisdictions to advance planning activities that strengthen the connection between local land use and transportation planning. This activity will encompass the following work tasks in FY 2025:

- Fund at least six technical assistance planning projects.
- Fund at least one project to perform project design to achieve 30 percent completion.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT and VDOT Technical Assistance Programs and for other projects where additional funding is provided by state or local agencies.
- Promote TLC funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs).

10. TPB Management and Support

OVERSIGHT	**Transportation Planning Board**
MAJOR PRODUCTS	• **Materials for the meetings of the TPB, Steering Committee, Technical Committee, and State Technical Working Group** • **Responses to information requests from elected officials, federal agencies, and media** • **Participation in external meetings related to the TPB work program** • **FY 2028 UPWP**
TOTAL COST ESTIMATE	**$1,748,377**

10.1 TRANSPORTATION PLANNING BOARD COMMITTEE SUPPORT AND MANAGEMENT AND UNIFIED PLANNING WORK PROGRAM

This activity includes support for the Transportation Planning Board (TPB), management activities not attributable to specific tasks in the work program, committee coordination and support, and development of the Unified Planning Work Program (UPWP).

TPB Committee Support and Management and UPWP

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare the monthly Director's Report.
- Respond to periodic 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.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.

- Monitor all work program activities and expenditures.
- Develop a Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee, and the TPB.
- Prepare 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.
- Prepare the FY 2028 UPWP.

11. Technical Assistance Program

This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, and regional transit agencies' sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2026 funding in the basic work program. The funding level for each state is an agreed-upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for regional transit is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and regional transit agency representatives and TPB staff. Specific technical assistance projects and work activities falling within the broad categories identified in this section are identified and coordinated through consultation with state departments of transportation and regional transit agencies throughout the fiscal year.

11.1. DISTRICT DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE $302,828

1. Program Development, Data Requests and Miscellaneous Services

MAJOR PRODUCT
- Specific scopes of work, on-going activity

TOTAL COST ESTIMATE $ TBD

This work activity supports staff time spent in developing scopes of work for requested projects and in administering the DC Technical Assistance work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects. Additionally, this project establishes an account to address requests which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

2. Regional Roadway Safety Program

MAJOR PRODUCTS
- Work products in support of Regional Roadway Safety Program described in Task 9.1
  To be completed by June 2027

TOTAL COST ESTIMATE $ TBD

The Regional Roadway Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. District of Columbia Technical Assistance funds provide additional technical assistance funding for the Regional Roadway Safety Program.

3. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **Work products in support of the Transportation/Land Use Connections Program described in Task 9.3 To be completed by June 2027**

TOTAL COST ESTIMATE **$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. The District of Columbia supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for projects located in the District of Columbia.

4. Other Tasks to Be Defined

TOTAL COST ESTIMATE **$ TBD**

This work element is established to respond to requests by DDOT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization received from DDOT in FY 2027.

11.2. MARYLAND DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS **See program-specific products below**

TOTAL COST ESTIMATE **$534,872**

1. Program Development, Data Requests and Miscellaneous Services

MAJOR PRODUCT

- **Specific scopes of work, on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work activity supports staff time spent administering the Maryland Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to

discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

2. Project Planning, Feasibility, and Special Studies

MAJOR PRODUCT

- **Specific scopes of work, on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work task will provide funding to support technical support on feasibility/special studies as well as staff time associated with the development of scopes of work, interagency coordination, and technical analyses associated with travel demand modeling, evaluation of alternatives and coordination with other governmental entities and consultants, as requested by MDOT, SHA and other agencies in Maryland. Work may include but is not limited to technical support in ongoing corridor/subarea studies, initiating new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities, scenario analyses, and travel demand modelling. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

3. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **Work products in support of the Transportation/Land Use Connections Program described in Task 9.3**
  To be completed by June 2027

TOTAL COST ESTIMATE **$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. MDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Maryland jurisdictions.

4. Regional Roadway Safety Program

MAJOR PRODUCTS

- **Work products in support of Regional Roadway Safety Program described in Task 9.1**
  To be completed by June 2027

TOTAL COST ESTIMATE **$ TBD**

The Regional Roadway Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was

established by TPB in 2020. Maryland Technical Assistance funds provide additional technical assistance funding for the Regional Roadway Safety Program.

5. Other Tasks to be defined

TOTAL COST ESTIMATE **$ TBD**

This work element is established to respond to requests by MDOT and SHA for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from MDOT and MDSHA in FY 2026.

11.3. VIRGINIA DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS **See program-specific products below**

TOTAL COST ESTIMATE **$449,011**

1. Program Development, Data Requests, and Miscellaneous Services

MAJOR PRODUCT

- **Specific scopes of work, on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work activity supports staff time spent administering the VA Technical Assistance work program throughout the year. Work activities include meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents received from local jurisdictions in Northern Virginia as advised by VDOT throughout the year.

2. Travel Monitoring and Survey

MAJOR PRODUCT

- **Program management plan, data and analysis, technical memorandum – on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work activity supports an ongoing continuous program to monitor travel and system performance on major commuting routes in Northern Virginia, with a goal to collect travel monitoring data for each major route on a 2 to 3-year cycle. Collected data and system performance analysis will include volume and occupancy data, travel time data, and other information. This travel monitoring program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

3. Travel Demand Modeling

MAJOR PRODUCT

- **Model output, technical memoranda, on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work activity is designed to assist VDOT with the use of results from the regional transportation travel demand model to support various transportation planning efforts and studies in Northern Virginia. Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

4. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- **Work products in support of the Transportation/Land Use Connections Program described in Task 9.3**
  To be completed by June 2026

TOTAL COST ESTIMATE **$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. VDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Virginia jurisdictions.

5. Regional Roadway Safety Program

MAJOR PRODUCTS

- **Work products in support of Regional Roadway Safety Program described in Task 9.1**
  To be completed by June 2027

TOTAL COST ESTIMATE **$ TBD**

The Regional Roadway Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Virginia Technical Assistance funds provide additional technical assistance funding for the Regional Roadway Safety Program.

6. Other Tasks to be Defined

TOTAL COST ESTIMATE **$ TBD**

This work element is established to respond to requests by VDOT and VDRPT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from VDOT and VDRPT in FY 2026.

11.4. REGIONAL TRANSIT TECHNICAL ASSISTANCE

MAJOR PRODUCTS **See program-specific products below**

TOTAL COST ESTIMATE **$298,431**

1. Program Development, Data Requests and Miscellaneous Services

MAJOR PRODUCT

- **Specific scopes of work, on-going activity**

TOTAL COST ESTIMATE **$ TBD**

This work activity supports staff time spent in developing the scopes for requested work tasks and administering the Regional Transit Technical Assistance work program throughout the year. Work activities include meeting with regional transit agency staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at regional transit agencies.

2. Transit Within Reach Program

MAJOR PRODUCTS

- **Technical Assistance awards, technical reports from contractors**
  To be completed by June 2027

TOTAL COST ESTIMATE **$ TBD**

The Transit within Reach program will offer short-term consultant technical assistance to advance design projects to improve bike and walk connections to TPB Transit Access Focus Areas. The program will feature a competitive solicitation process to select qualifying projects to be funded

3. Other Tasks to be Defined

TOTAL COST ESTIMATE **$ TBD**

This work element is established to respond to requests by regional transit agencies for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific consultation with regional transit agencies in FY 2027.

Continuous Airport System Planning Program

OVERSIGHT	**TPB Aviation Technical Subcommittee**
MAJOR PRODUCTS	• **Process 2025 Regional Air Passenger Survey, Phase 1 (General Findings) and Phase 2 (Geographic Findings)** • **Air Cargo Element Update** • **2025 Ground Access Forecast and Element Update**
TOTAL COST ESTIMATE	**$450,000 - funded through a separate federal grant, outside of UPWP funding**

The purpose of the CASP program is to provide a regional process that supports the planning, development, and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes the region's three major commercial airports: Baltimore-Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The major elements of the CASP program have now been consolidated into a reoccurring two-year cycle based on available and anticipated FAA funding. The CASP work program elements for the for FY 2026 UPWP cycle are as follows:

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

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports—Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International/Thurgood Marshall Airport (BWI)—and to help determine airport terminal and groundside needs. Data from the air passenger surveys provide the basis for analysis of major changes in airport use in the region. Funding for survey design, sample generation, and data collection for the 2025 Regional Air Passenger Survey will be provided by the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT). The processing of the data collected in the 2025 Regional Air Passenger Survey will be carried out in this UPWP project.

Specific tasks to be undertaken in Phase 1 include: (1) data editing, (3) finalizing the survey database, and (4) producing the survey General Findings Report and corresponding visualization and information products.

Phase 2 of this project provides for the continued processing of data collected in the 2025 Regional Air Passenger Survey. In Phase 1, data collected as part of the survey was corrected and geocoded and the 2025 Air Passenger Survey database was finalized in preparation for data analysis.

Specific tasks to be completed in Phase 2 are: data expansion, data tabulation, data analysis. During this process detailed statistical analysis of the survey is conducted, which ultimately results in summarization of the survey findings. Findings are summarized by the various characteristics of the air passengers, characteristics of their ground access trips (work vs. non-work, resident vs. non-resident, mode of access, airport preference, etc.) as well as the geographic characteristics of ground access

trips. Analysis concludes with the production of summary tables and charts, and GIS-based maps that will be incorporated the final survey report. The products for this phase will be the preparation of a summary findings and a final full technical report.

Air Cargo Element Update

The purpose of this project is to update the Ground Access/Air Cargo Element of the Regional Airport System Plan to examine ground accessibility for both air passengers and cargo. Maintaining ground access to the region's airports by both passengers and cargo provides significant benefits to the region's economy. However, ground access and landside congestion problems are expected to increase in the future. These ground access problems could adversely impact airport use in the Washington-Baltimore region. This update will provide an analysis of current and forecast ground access problems at Ronald Reagan Washington National, Washington Dulles International, and Baltimore-Washington International Thurgood Marshall Airports. It will analyze how current and future traffic congestion affects access to the airports by passengers and cargo. It will also examine overall conditions and demand for air cargo facilities in the region. Further, this plan element will integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports.

Ground Access Forecast and Ground Access Element Update

The update of forecasts of ground access trips to the region's three commercial airports is an important step in the airport systems planning process. This project will use the results of the 2025 Regional Air Passenger Survey together with the latest available airport terminal area forecasts and land activity forecasts of future growth in the Washington-Baltimore region to update forecasts of ground access trips from local area Aviation Analysis Zones (AAZ) to each of the region's three commercial airports.

As part of this project, the Ground Access Element of the Regional Airport System Plan will be updated using the results of the most recent Regional Air Passenger Surveys and the latest Updated Ground Access Forecasts. Ground access and landside congestion problems are expected to increase in the future. In turn, these ground access problems could adversely impact airport use in the Washington-Baltimore region. This update will provide an analysis of current and forecast ground access problems at Ronald Reagan Washington National, Washington Dulles International, and Baltimore-Washington International airports. This plan element will also integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports.

IV. PROPOSED FY 2026 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)

District of Columbia Department of Transportation (DDOT)

The following presents the types of activities that DDOT uses Statewide Planning and Research Program (SPR) funding to implement.

STATE RESOURCE PLANNING

Responsible for developing and administering plans and programs related to the District's statewide and regional transportation networks including the development of the State Planning and Research Program (SPR); STIP maintenance and updates, TIP management, and programming of federal grant funding.

NEIGHBORHOOD AND PROJECT PLANNING

Provide oversight and direction for neighborhood planning efforts. Coordinate with local and federal agencies on development review projects and public space use. Provide ongoing planning, management and research on transportation planning studies, operations and policies.

FREIGHT PLANNING

Responsible for implementation of the State Freight Plan Update. The DDOR Freight Program and Vehicle Size and Weight program work to help meet multimodal and intermodal freight mobility needs/activities and provides guidance on issues related to freight movement in the District.

TRANSPORTATION PLANNING

Ensure decisions made on a project level reflects the priorities of the agency; and are aligned with the goals of the department. Streamline and improve the efficiency of project completion from start to finish. Support for planning staff work to develop transportation studies and concepts. Management and update of the District's Long Range Transportation Plan (moveDC).

DATA COLLECTION AND ANALYSIS

Oversee pavement data collection and the condition of Highway Performance Monitoring System (HPMS) used for determining the condition, maintenance, and rehabilitation/reconstruction of the District's highways; used in the federally mandated annual HPMS submittal; and supports asset management.

COUNCIL OF GOVERRNMENTS (COG) TECHNICAL ASSISTANCE

DDOT will hire a consultant to conduct traffic counts for the Highway Performance Monitoring Systems (HPMS). This technical assistance support in the past was funded through the Unified Planning Work Program.

TRANSPORTATION PLANNING CONTRACTUAL SERVICES

DDOT will hire a consultant to provide transportation planning support on an on-call basis. Create Purchase Order for Truck Size and Weight Scale Calibration. Create Purchase Order to conduct manual bicycle counts in the District. Conduct ad hoc revisions and updates to the District's Design and Engineering Manual to ensure best practices in transportation infrastructure design are maintained.

PROGRAM FUNDING

The FY 2026 budget is $3,819,623 (Federal = $3,055,699 and District = $763,924).

Maryland Department of Transportation
State Highway Administration (MDOT SHA)

SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program (CTP) and preparation of the Annual Statewide Transportation Improvement Program (STIP)
    - Develop the FY 2027-2032 CTP.
    - Coordinate with appropriate state and local planning staff, MPOs, and state, county, and municipal elected officials.
    - Prepare presentation materials for the Annual CTP Tour consultation with local elected officials.
    - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the Infrastructure Investment and Jobs Act (IIJA) (also knowns as the Bipartisan Infrastructure Law).
    - Coordinate the STIP with the regional TIPs, CTP, and local jurisdictions' highway improvement programs.
- Regional Planning
    - Coordinate between all levels of federal, state, and local governments to ensure that transportation plans are compatible.
    - Review agency and local programs/plans via the state Clearinghouse process.
    - Coordinate and review county and municipal master plans.
    - Assess transportation impacts of proposed major development projects.
    - Work with the MPOs in modifying and adhering to their planning process.
    - Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, air quality conformity determinations, and management systems.
    - Update the Highway Needs Inventory (HNI).
    - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
    - Review and provide input on updates to the statewide long-range plan.
    - Develop the 2027 Annual Attainment Report on Transportation System Performance.
- Congestion Management and Spot and Safety Improvement Project Development
    - Prepare responses to elected officials and community members regarding traffic safety and operational concerns.
    - Development of updates to MDOT SHA guidelines, standards, and policies related to traffic safety and operations.
    - Study locations identified as safety concerns such as Candidate Safety Improvement Locations and develop concepts and strategies to mitigate the identified concerns.
    - Evaluate existing pedestrian and bicycle facilities and develop plans to improve non-vehicular infrastructure.
    - Conduct annual review of all School Zones.

TRAFFIC

Traffic Monitoring Program

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process, and disseminate traffic data.
- Ensure that the traffic monitoring system meets state needs and the requirements and guidelines set forth by FHWA and AASHTO.
- Study and, as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

Highway Statistics

- Mileage – Federal-Aid System
    - Maintain Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
    - Update and maintain statistical records summary tables.
- State and Local Highway, Data Collection, Analysis and Distribution
    - Solicit, receive, and process reports from local jurisdictions regarding road improvements, mileage, etc.
    - Collect, update, and maintain data used for the Universe portion of the HPMS submission.
    - Update and maintain the highway information databases to meet on-going state and federal requirements.
    - Provide data used for the update of MDOT SHA's highway maps.

Highway Performance Monitoring System (HPMS)

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions, and submit an updated HPMS data file and related reports and data files.

Special Studies – Preliminary Studies

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration Estimated FY 2027 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	**AMOUNT**
Systems & Programming	
CTP Development	$344,889
Regional Planning	$727,651
Congestion Management and Spot and Safety Improvement Project Development	$6,280,598
Traffic Monitoring Program	$1,029,925
Highway Statistics	$1136,028
Highway Performance Monitoring System	$390,651
Special Studies	$802,821
TOTAL	**$9,551,499**

Virginia Department of Transportation (VDOT)

SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

Metropolitan Planning Support Activities

This element represents the various activities undertaken by Northern Virginia District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements/work tasks in the MPO's FY 2027 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee (MWAQC) and the regional Climate Energy and Environment Policy Committee (CEEPC). Planned work items, to be conducted mostly by in-house staff, include:

The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) MWAQC; (c) CEEPC; and the Multi-Sector Working Group on Greenhouse Gas Emissions.

Oversight of the TPB/COG activities such as: development/update of the long-range transportation plan, TIP, regional air quality conformity analysis, regional Freight Plan, Congestion Management Program report, Commuter Connections program, and other regional studies undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling). Attend the various TPB committees and subcommittee meetings including State Technical Work Group, Technical, Steering, and Board meetings.

Regional air quality planning related activities undertaken by MWAQC and CEEPC, including: (keep) Ground-Level Ozone NAAQS Attainment SIP, Clean Air Partners program, and voluntary action to help reduce regional greenhouse gases.

Provide support and coordination of COG's regional Commuter Connections transportation demand management (TDM) program and related committees. These types of activities include attending monthly meetings, development and approval of an Annual Work Program, securing funding authorization, and providing program oversight.

Statewide Planning Support Activities

This element of the SPR work program provides for staffing within the Northern Virginia District Planning section to participate in and provide assistance to the Transportation and Mobility Planning Division and other sections within the Department and the local agencies in a variety of tasks including:

Corridor and sub-area studies to identify either multi-modal or mode specific improvements to the transportation system addressing specific congestion/mobility challenges in the near-, mid-, or long-term. Examples of such studies currently underway in FY 2027 include: STARS and Project Pipeline Program studies (7), Roadway Reconfiguration studies (2), and studies by localities, agencies, such as Envision Route 7 BRT Study, NVTA BRT planning study, and Smart Scale performance-based project prioritization and funding process. We anticipate starting approximately seven new STARS and Project Pipeline studies in FY 2027.

Ongoing planning functions supported by SPR funding include:

Provide inputs and review of the findings and recommendations for the State LRP (VTRANS); assist with development and implementation of the Smart Scale Project Prioritization process;

Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;

Provide input and review of federal functional classification updates; and

Provide assistance with General Assembly legislative impact statements and studies.

Project Development Support Activities

This element of the SPR work program represents the District Planning section staff working to:

Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents).

Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as Comprehensive Plan updates, Transit Development Plan studies, corridor and sub area studies. etc.

Participate in the development and/or review of the traffic forecasts for OSAR as developed for/by the VDOT PE and/or L&D sections of the District.

Review and comment on various Environmental Impact Reports received by the District as part of VDOT's role in Inter-agency consultation process.

Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park-and-Ride lots.

Participate and provided support in the development and implementation of development of Transportation Management Plans (TMPs) for major construction projects.

Local Planning Activities

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

TPB Transportation Land Use Connections, Regional Roadway Safety Program, and Transit Within Reach projects: Review Virginia applications and participate in selected projects and studies by providing review and comments.

Provide oversight for the travel demand management Employer Outreach programs, review and monitor strategies including is this program.

Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan/Master Plan amendment/Small Area Plans/Rezonings; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.

Assist in the development of the transportation portion of local comprehensive/master plans as needed.

Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

SPR FUNDS FOR SPECIAL STUDIES TO BE CONDUCTED BY CONSULTANTS OR ENTITIES OTHER THAN DISTRICT STAFF (LIST EACH STUDY INDIVIDUALLY)

In addition to supporting staff planning activities, SPR funding is used to fund special plans and studies requiring outside consultants. This takes two different forms, depending on the size, complexity and budget of the project.

Major SPR Special Projects: These are projects that require major funding (generally over $500,000) and time commitments and procurement of consultants. There are no current or anticipated Major SPR projects.

On-Call Consultant Plans and Studies: VDOT uses SPR funds to support routine planning projects, generally with budgets under $500,000 and requiring consultants. VDOT procures on-call consultants for 2-year contracts and assigns the appropriate consultant team to work on District-level projects as needed. VDOT also conducts Strategically Targeted and Affordable Roadway Solutions (STARS) studies and Project Pipeline studies using SPR funds. STARS studies evaluate existing conditions data and traffic forecasts and develop multimodal project alternatives to address identified needs prior to a project being submitted for implementation funding. Project Pipeline studies identify effective solutions to multimodal transportation needs in Virginia on high priority locations and corridors. STARS, Project Pipeline, and Roadway Reconfiguration studies that are ongoing in FY 2027 include:

<u>STARS Studies</u>

- Van Dorn St from Telegraph Rd to Alexandria City Limit
- Hoadly Rd from Dumfries Rd to Prince William Parkway
- US -29 from N Veitch St to N Lynn St
- VA-7 from Algonkian Pkwy to Rt 15 Bypass

<u>Project Pipeline Studies</u>

- Sudley Manor Drive from Prince William Pkwy to Sudley Rd
- Arcola Mills Drive from Stones Springs Blvd to Loudoun County Pkwy
- Roberts Parkway from Fairfax County Pkwy to Burke Centre Pkwy

Roadway Reconfiguration Studies

- Roadway Reconfiguration study - Town of Herndon
- Roadway Reconfiguration Study - Glebe Rd./Alexandria

V. APPENDIX

Additional Tables

- Table A: Revenue - Detailed FY 2024 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2025 to June 30, 2026)
- Table B: Projections of TPB Staff Conference Participation

Memoranda of Understanding

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

Table A: Revenue - Detailed FY 2027 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2026, to June 30, 2027)

	FTA			FHWA			FHWA	FED	LOCAL	
	SECT 5303 80%	State 10%	Local 10%	PL FUNDS 80%	State 10%	Local 10%	Safety Set-Aside	CASP (FAA 90%) SPR (FHWA 80%)	CASP (10%) SPR (20%)	TOTALS
DDOT ALLOCATIONS										
NEW FY 2026	$878,623	$109,828	$109,828	$2,422,623	$302,828	$302,828	$77,648			$4,204,206
PRIOR UNEXPENDED	$317,944	$39,743	$39,743	$1,222,205	$152,776	$152,776	$0			$1,925,187
CARRYOVER FY 2025	$103,424	$12,928	$12,928	$367,830	$45,979	$45,979	$0			$589,068
SUBTOTAL – DC	**$1,299,991**	**$162,499**	**$162,499**	**$4,012,658**	**$501,583**	**$501,583**	**$77,648**			**$6,718,462**
MDOT ALLOCATIONS										
NEW FY 2026	$1,581,090	$197,636	$197,636	$4,278,978	$534,872	$534,872	$137,147			$7,462,231
PRIOR UNEXPENDED	$545,224	$68,153	$68,153	$1,895,565	$236,946	$236,946	$0			$3,050,987
CARRYOVER FY 2025	$229,322	$28,665	$28,665	$653,250	$81,656	$81,656	$0			$1,103,216
SUBTOTAL – MD	**$2,355,636**	**$294,454**	**$294,454**	**$6,827,793**	**$853,474**	**$853,474**	**$137,147**			**$11,616,434**
VDRPT & VDOT ALLOCATIONS										
NEW FY 2026	$1,519,366	$189,921	$181,921	$3,592,091	$449,011	$449,011	$115,131			$6,504,453
PRIOR UNEXPENDED	$652,613	$81,577	$81,577	$1,521,838	$190,230	$190,230	$0			$2,718,064
CARRYOVER FY 2025	$214,576	$26,822	$26,822	$575,597	$71,950	$71,950	$0			$987,716
SUBTOTAL – VA	**$2,386,555**	**$298,320**	**$298,320**	**$5,689,526**	**$711,191**	**$711,191**	**$115,131**			**$10,210,233**
TOTAL FHWA/FTA FUNDING ALLOCATIONS										
NEW FY 2026	$3,979,079	$497,385	$497,385	$10,293,693	$1,286,712	$1,286,712	$329,926			$18,170,892
PRIOR UNEXPENDED	$1,515,781	$189,473	$189,473	$4,639,609	$579,951	$579,951	$0			$7,694,237
CARRYOVER FY 2025	$547,322	$68,415	$68,415	$1,596,678	$199,585	$199,585	$0			$2,680,000
SUBTOTAL – FHWA-FTA	**$6,042,182**	**$755,273**	**$755,273**	**$16,529,980**	**$2,066,248**	**$2,066,248**	**$329,926**			**$28,545,128**
TOTAL BASIC UPWP	**$6,042,182**	**$755,273**	**$755,273**	**$16,529,980**	**$2,066,248**	**$2,066,248**	**$329,926**			**$28,545,128**
CASP PROGRAM								$405,000	$45,000	**$450,000**
SPR PROGRAM								$212,000	$53,000	**$265,000**
GRAND TOTAL UPWP	**$6,042,182**	**$755,273**	**$755,273**	**$16,529,980**	**$2,066,248**	**$2,066,248**	**$329,926**	**$617,000**	**$98,000**	**$29,260,128**

Table B: Projections of TPB Staff Conference Participation

There are about 60 staff who draw salaries from the UPWP budget. A general upper-level estimate for the number of persons attending the conferences listed below could be approximately 40-50, costing somewhere in the ballpark of $76,500.

Conference	Out of Region?	# staff	Approximate cost per person*
Association of Metropolitan Planning Organizations (AMPO) Annual Conference, September 14-18, 2026, Sacramento, CA (https://ampo.org/news-events/ampo-annual-conference/2026-ampo-annual-conference/)	Yes	10-15	$2,500
AMPO Spring Fly In	No	2	$500
Transportation Research Board (TRB) Annual Meeting, January 10-14, 2027, Washington, D.C. (https://ampo.org/news-events/ampo-annual-conference/2026-ampo-annual-conference/)	No	5-8	$1,500
APTA Sustainability/Ops Planning Workshop, August 2026, St. Louis, MO	Yes	1	$2,000
APTA Transform, October 2026, Chicago, IL	Yes	1	$2,000
Virginia Governors Transportation Conference, October 2026	Yes	1-2	$1,500
Maryland Highway Safety Summit, April 2027	Yes	1	$1,000
2027 Modeling Mobility Conference (MoMo 2027) hosted by the Zephyr Foundation, April 12-15, 2027, Tempe, Arizona (https://modelingmobility.org/)	Yes	4	$2,500
ESRI Users Conference, Summer 2026	Yes	2-3	$2,000
Townson University GIS Conference, August 2026	Yes	2-3	$1,000
National Association of Regional Councils (https://narc.org/events/conferences/)	Yes	2-3	$2,000
Others as they become available			
			Max $76,500

* Includes an estimate for registration and for travel, lodging and incidental expenses when travel may be required.

Note: TPB staff subject matter experts are invited, at times, to speak at conferences and seminars in the transportation planning field. Decisions to accept these invitations are based on available resources, current workload, and a determination that the conference/seminar aligns with the work program and mission of the TPB.

AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE PORTION OF THE METROPOLITAN WASHINGTON, DC-VA-MD URBANIZED AREA WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION'S BOUNDARIES

THIS AGREEMENT, made and entered into as of this 19th day of May 2021 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC--VA--MD Urbanized Area (Washington D.C. UZA).

WHEREAS, 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 mandate the establishment of a metropolitan planning organization ("MPO") in each US Bureau of Census defined "urbanized area" with a population of more than 50,000 individuals and as a condition to the receipt of Federal capital or operating assistance, which shall have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a MPO in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the "urbanized area" pursuant to the foregoing statutes; and

WHEREAS, since 1965 the TPB has been the designated MPO for the Washington, DC-MD-VA UZA, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

WHEREAS, based on US Census since the Washington, DC-MD-VA UZA population exceeded 200,000 it was classified as a Transportation Management Area (TMA) with additional metropolitan planning requirements placed on the TPB, while the Fredericksburg urbanized population, thru the 2010 US Census, was below 200,000 and hence was not designed a TMA and FAMPO had no additional metropolitan planning requirements beyond that of a MPO; and

WHEREAS, the additional responsibilities for a TMA specifically includes responsibilities to have a Congestion Management Process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 C.F.R. 450.332.(c) , as amended; and

WHEREAS, based on the year 2000 census data, the US Bureau of Census updated the urbanized area boundaries and included the northern portion of Stafford County as part of the Washington, DC-MD-VA UZA; and

WHEREAS, the northern portion of Stafford County added to the Washington, DC-MD-VA UZA was of FAMPO's metropolitan planning area (not urbanized area) as depicted in Figure 2; and

WHEREAS, as part of the process of re-evaluation of the MPO planning boundaries after the year 2000 census and as an outcome of discussions between the representatives of the TPB, Commonwealth of Virginia, Maryland, and Washington D.C. transportation department, **Federal Highway Administration** (FHWA), **Federal Transit Administration** (FTA), FAMPO and Stafford County held, in 2004; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, and 49 U.S.C. 5303 and applicable federal regulations and guidance it was collectively agreed to not expand the TPB's planning boundary and instead have the FAMPO continue conducting the metropolitan planning functions for Stafford county with the additional requirement that FAMPO undertake the additional responsibilities TMA applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

WHEREAS, the parties executed an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, FAMPO has continued to conduct the metropolitan planning process for all of Stafford County, including the additional TMA responsibilities applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

WHEREAS, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility for programming Surface Transportation Block Grant (STBG) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STBG funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

WHEREAS, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional TMA responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, DC-VA-MD urbanized area; TMA.

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

ARTICLE I

FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a

Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington, DC-MD-VA UZA exceeds 200,000 in population and the Washington D.C. UZA has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington, DC-MD-VA UZA extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1 while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to pursuant to 23 C.F.R § 450 as amended.

B. Congestion Management Process: FAMPO shall maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington, DC-MD-VA UZA, in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended. FAMPO will coordinate its development and update activities with the TPB, including those related to federally-required Performance-Based Planning and Programming (PBPP) process under 23.U.S.C. 150.

C. Programming Surface Transportation Block Grant (STBG) Funds: FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA-attributed STBG funds for the benefit of the TMA, consistent with 23 U.S.C. § 133.d.(2), as amended.

D. Selection of Projects: FAMPO shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds. FAMPO shall adhere to a project selection process for the STBG funds that prioritizes projects that are within or directly benefit the TMA, pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.

E. Unified Planning Work Program: FAMPO will maintain a Unified Planning Work Program ("UPWP"), developed in cooperation with the State and Providers of Public Transportation, that meets the requirements of 23 C.F.R part 450, subpart C. Implementation of the functions, responsibilities, and duties identified in this agreement shall be described specifically in the annual unified planning work program for FAMPO and the TPB.

F. Performance Based Planning and Programming: Pursuant with 23 U.S.C. 150, 23 C.F.R. 490 and 23.C.F.R. Subpart G 490.703, the TPB and FAMPO are required to establish performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program established for their respective urbanized areas. As noted in earlier sections of this agreement. the Washington, DC-MD-VA UZA is served by two MPOs, the TPB and FAMPO. Federal regulations (23 CFR §450.314(h)), note that when more than one MPO serves an urbanized area, the MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation "shall jointly agree upon and develop specific written provisions for cooperatively developing and

sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region." The TPB and FAMPO have jointly developed and executed a letter of agreement for this purpose and it is included as Attachment B.

ARTICLE 2

COORDINATION OF PLANNING ACTIVITIES

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the TPB, as a TMA, will undergo a joint certification review by the FHWA and FTA. Such a federal review is intended to ensure full compliance with the metropolitan planning requirements for a UZA. Since the TPB and FAMPO are jointly responsible for the metropolitan planning activities of the Washington, DC-MD-VA UZA, TPB and FAMPO will coordinate and participate in the joint federal certification process. The TPB will also participate and assist FAMPO in its certification review process as required.

ARTICLE 3

TIME FRAME OF THE PROCESS

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

ARTICLE 4

TERMINATION

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.

ARTICLE 5

AMENDMENTS

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

_____
Chairman, FAMPO

WITNESSED BY: _____
Administrator, FAMPO
Date: _____

_____
Chairman, NCR-TPB

WITNESSED BY: _____
Director, NCR-TPB
Date: May 19, 2021

Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas

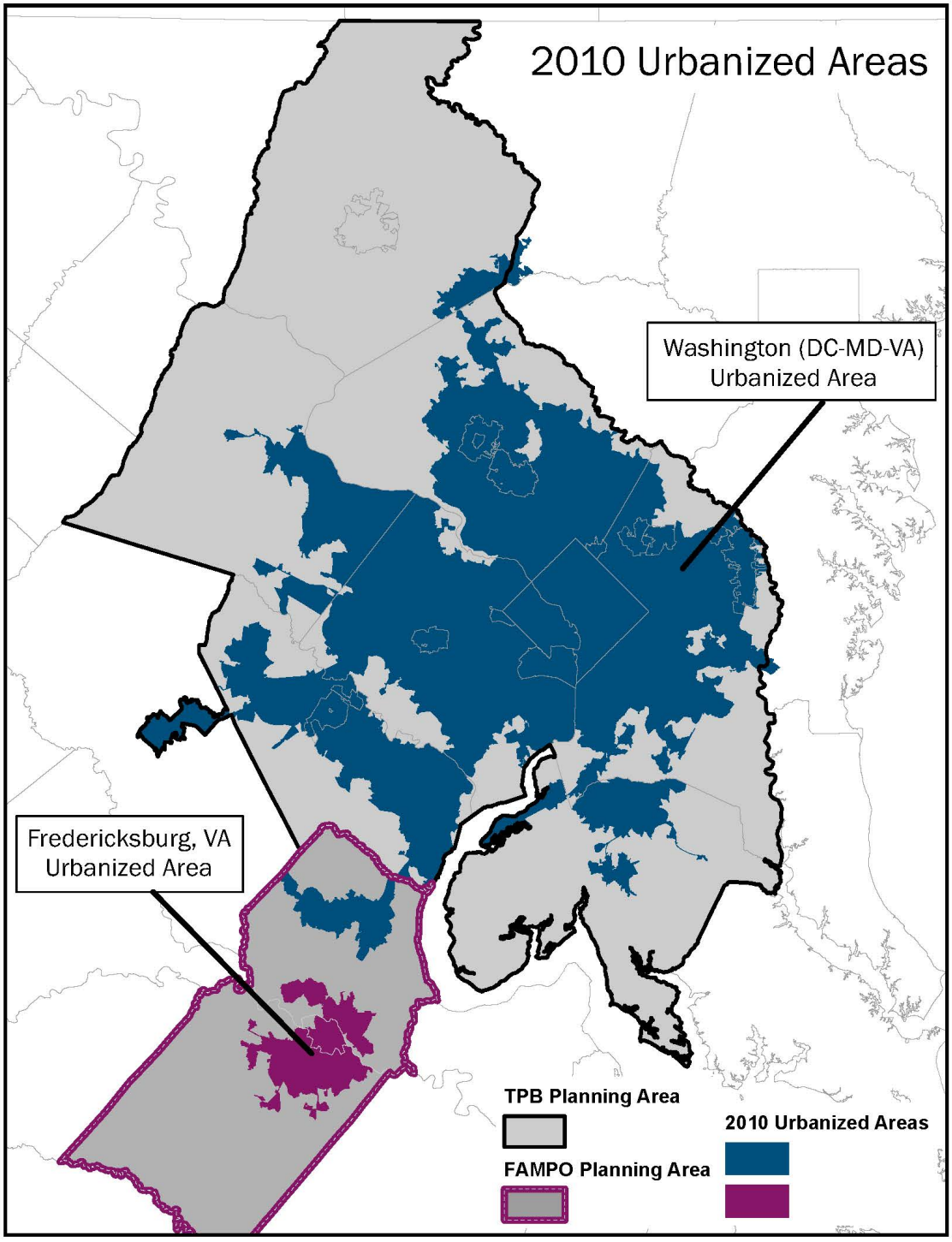
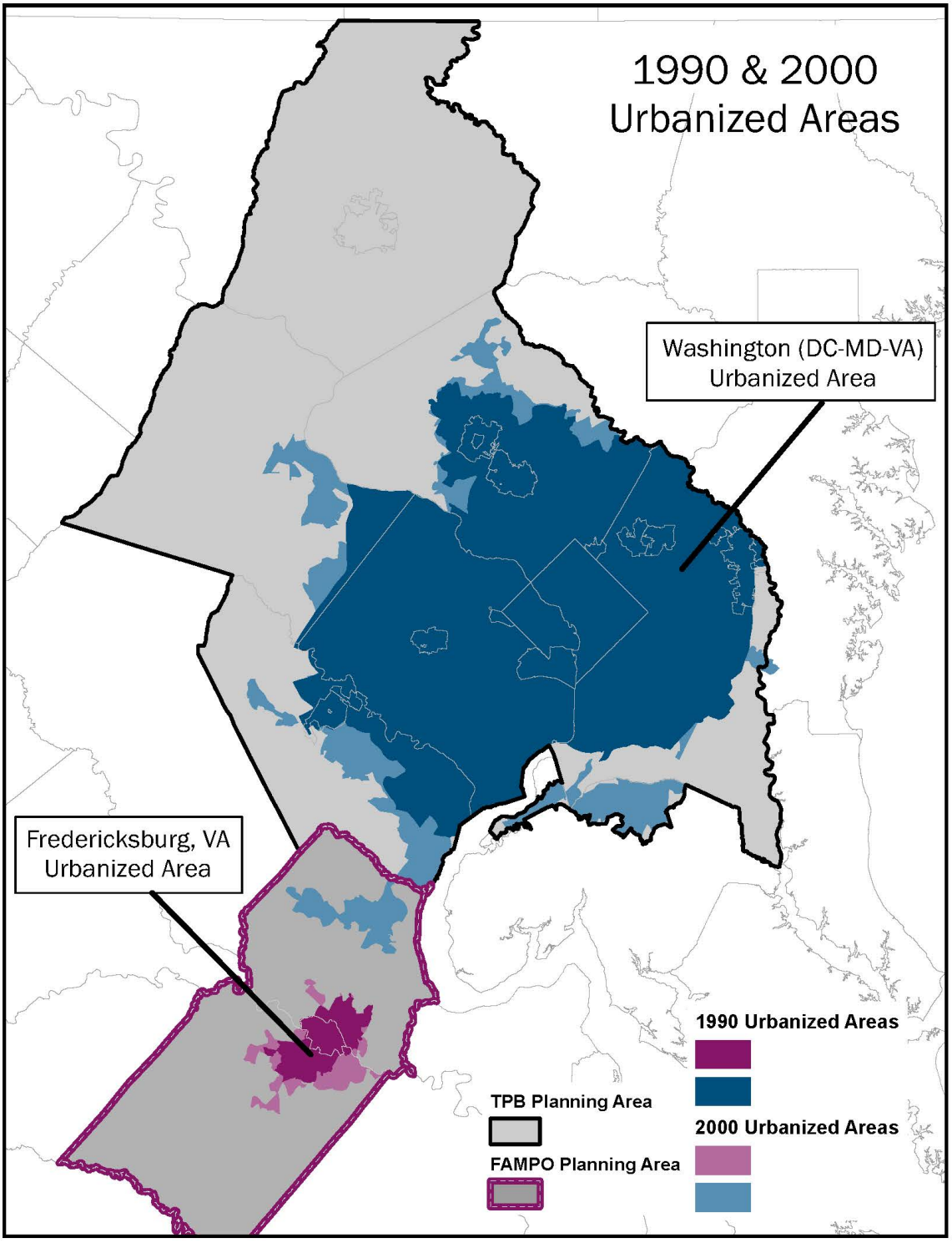


Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas – 1990 Vs 2000



TPB R18-2021
May 19, 2021

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION TO APPROVE THE 2021 TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF UNDERSTANDING

WHEREAS, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the federally designated MPO for the Washington (DC-MD-VA) urbanized area and has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, as a result of the 2000 Census, the Washington D.C. urbanized area (UZA) extended into the northern portion of Stafford County which is part of the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) metropolitan planning area; and

WHEREAS, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the portion of the Washington UZA that overlaps with the FAMPO planning area (northern portion of Stafford County); and

WHEREAS, the 2019 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review of the TPB and FAMPO recommended updating this MOU;

WHEREAS, between September 2019 and February 2021, the TPB and FAMPO have worked in cooperation with legal counsel, the Virginia Department of Transportation, Federal Highway Administration, and staff to develop and refine a draft MOU; and

WHEREAS, the TPB Technical Committee has received regular updates on the status of the development of the draft MOU, received the draft MOU on April 2, 2021, and the committee recommended approval by the TPB at its meeting on May 7; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board hereby approves the 2021 TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the TPB.

Adopted by the Transportation Planning Board at its regular meeting on May 19, 2021.

FAMPO
Fredericksburg Area Metropolitan Planning Organization

Cindy Shelton
Chair

Ian Ollis
FAMPO Administrator

FAMPO RESOLUTION 21-23

APPROVING THE TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF UNDERSTANDING

WHEREAS, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) serves as the MPO for Washington D.C. UZA; and

WHEREAS, as a result of the 2000 Census, the Washington D.C. UZA extended into the northern portion of Stafford County which is part of FAMPO; and

WHEREAS, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the transportation management area (TMA) in Stafford County; and

WHEREAS, the 2018 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review recommended updating this MOU;

WHEREAS, between September 2019 and February 2021, FAMPO has worked with legal counsel, VDOT, FHWA, and staff to develop and refine a draft MOU in cooperation with the TPB.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization hereby approves the TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 15, 2021.

Cindy Shelton, Chair
Fredericksburg Area Metropolitan Planning Organization
Policy Committee

Attachment 1 – TPB-FAMPO MOU

TPB R6-2016
January 20, 2016

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AGREEMENT BETWEEN THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD AND THE CALVERT-ST. MARY'S METROPOLITAN PLANNING ORGANIZATION AND CALVERT COUNTY, MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the TPB's planning area is part of the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, as shown on the map in Attachment A, and as such, is subject to regional air quality conformity analysis of its Transportation Plans and Transportation Improvement Programs (TIPs); and

WHEREAS, the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area also includes Calvert County, and transportation projects within Calvert County have been included in TPB's regional air quality conformity analysis as appropriate; and

WHEREAS, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) is the newly officially designated MPO for Southern Maryland, whose planning area includes Calvert County, as shown on the map in Attachment B; and

WHEREAS, under federal surface transportation legislation (23 U.S.C. § 134 and 49 U.S.C. § 5303) related to MPO Consultation in Plan and TIP Coordination for Nonattainment areas, "If more than one metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. § 7401 et seq.), each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs" and

WHEREAS, the TPB and the C-SMMPO have agreed to consult with the Maryland Department of Transportation (MDOT) in the coordination of their respective plans and TIPS; and

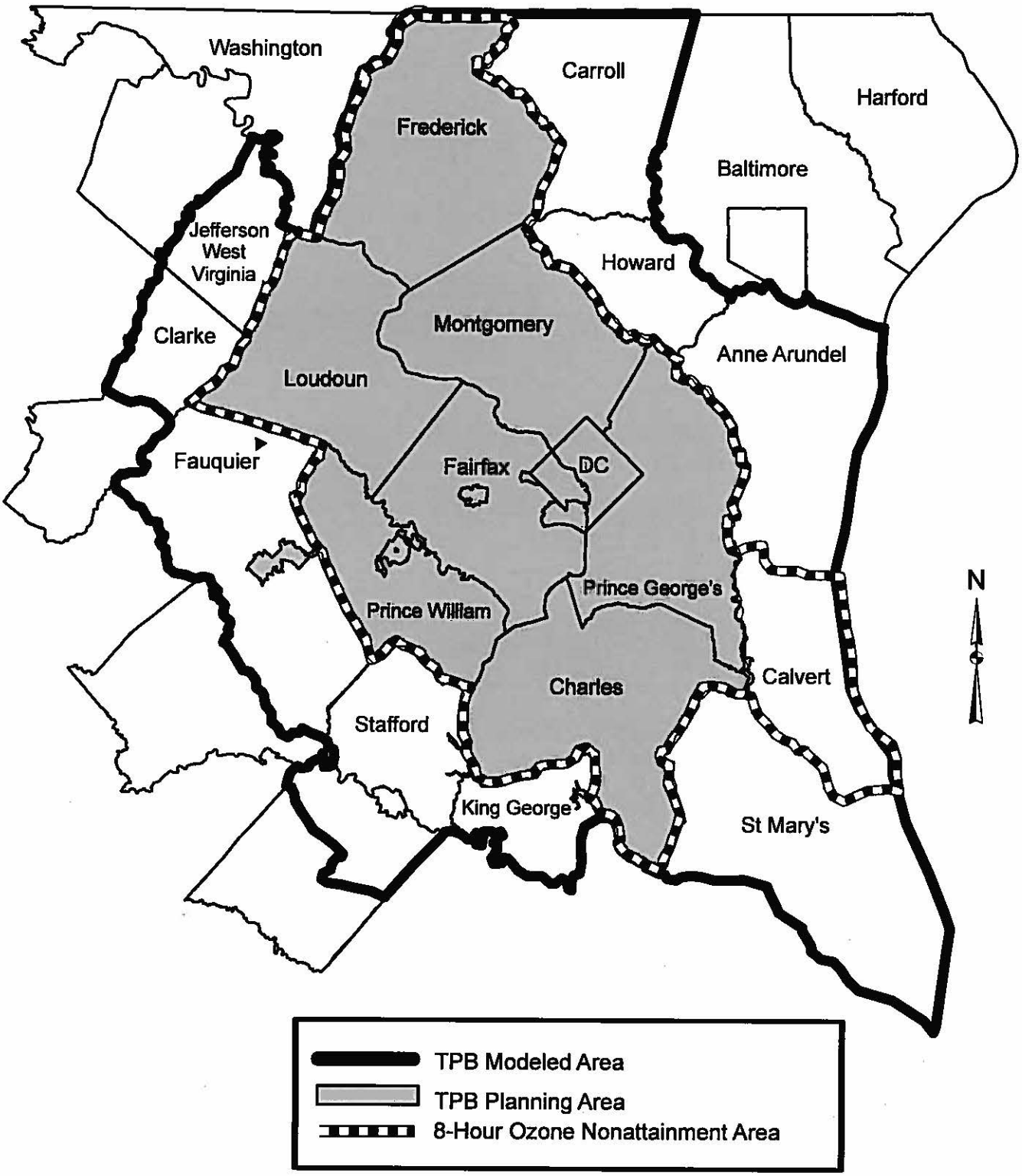
WHEREAS, the TPB, the C-SMMPO, and Calvert County have agreed to a process where C-SMMPO will develop Plans and TIPs to include Calvert County projects, and the TPB will continue to include theseCalvert County projects in its regional air quality conformity analysis;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves execution, by its Chairman, of the attached ***Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's***

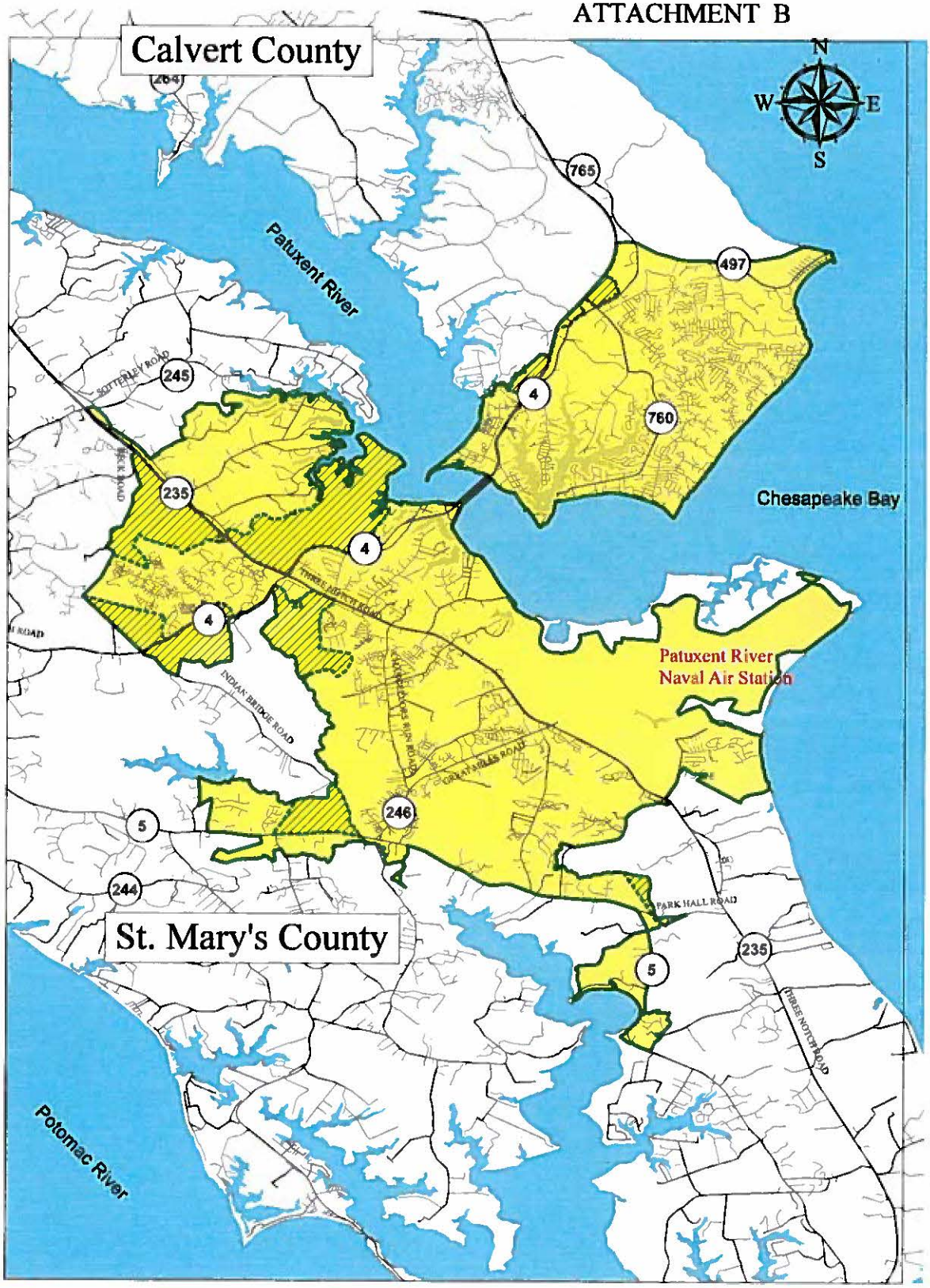
Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland document to ensure that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments).

Adopted by the Transportation Planning Board at its regular meeting on January 20, 2016

ATTACHMENT A
TPB Transportation Planning Area and Washington, DC-MD-VA 8-Hour Ozone Nonattainment Area



ATTACHMENT B



Legend

- Boundary Line
- Urbanized Area Boundary Incorporated into Adjusted Urbanized Area
- Adjusted Urbanized Area
- Metropolitan Planning Area

Calvert - St. Mary's Metropolitan Planning Organization Adjusted Urbanized Area and Metropolitan Planning Area

April 2015

Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland

Recognizing that Calvert County, Maryland, is a member of the C-SMMPO and is included in the Washington DC-MD-VA 8-hour Ozone Nonattainment area, TPB and C-SMMPO and Calvert County agree upon the following procedures for ensuring that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments):

1. Transportation plans, programs, and projects in the C-SMMPO Metropolitan Planning Area (MPA) of Calvert County will be included in the Long Range Transportation Plan and Transportation Improvement Program developed by the C-SMMPO.

2. The C-SMMPO and Calvert County, in consultation with the Maryland Department of Transportation (MDOT), will submit the plan, program, and project inputs for Calvert and for the C-SMMPO MPA to the TPB for inclusion in each update of the TPB's regional air quality conformity analysis and determination for the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area.

3. The timeframe for analysis and coordination will be outlined by the schedule in the TPB's *Call For Projects* document for each cycle.

4. The TPB's *Air Quality Conformity Scope of Work* will provide details regarding the steps taken to ensure compliance with the Federal Transportation Conformity Rule (40 CFR 51 and 93). For example, the TPB will coordinate with Calvert County and the State of Maryland to obtain all necessary analysis inputs and latest planning assumptions (e.g., land activity, vehicle registration data, etc.).

5. Project level conformity analyses will continue to be performed by the State, and assessed through the interagency consultation process, as is currently done for all state projects.

6. Calvert County will be involved in all aspects of the TPB's air quality conformity analysis and determination including its interagency consultation process:

    - Formal involvement for Calvert County on the TPB will be provided through MDOT, and through Calvert County's membership on the

Metropolitan Washington Air Quality Committee (MWAQC) and on the MWAQC Technical Advisory Committee.

- Informal involvement by Calvert County will be provided through participation by representatives of Calvert County in TPB committees and processes concerned with regional air quality conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

7. The TPB will provide copies of the conformity report to C-SMMPO and Calvert County at the completion of each conformity cycle. As relevant, portions of the TPB conformity report will be included in the C-SMMPO Plan and TIP documentation to demonstrate conformity.

This agreement will remain in effect for the 2008 Ozone National Ambient Air Quality Standards (NAAQS) and all future NAAQS applicable to Calvert County.

Executed by the undersigned this _____day of_____2016:

Tim Lovain, Chair
National Capital Region Transportation
Planning Board

Steven R. Weems, Chairperson
Calvert – St. Mary's Metropolitan
Planning Organization

Evan K. Slaughenhoupt Jr, President
Board of County Commissioners
Calvert County, Maryland

Approved for legal sufficiency
on January 27, 2016 by

County Attorney

Department of Community Planning and Building
INTEROFFICE MEMORANDUM

TO: Board of County Commissioners
VIA: Terry Shannon, County Administrator TLS
VIA: Thomas Barnett, Director of Community Planning and Building
FROM: Patricia Haddon, Principal Planner
DATE: January 27, 2016
SUBJECT: Agreement between the National Capital Region Transportation Planning Board and the Calvert-St. Mary's Metropolitan Planning Organization and Calvert County, Maryland on the conformity analysis and determination to transportation plans, programs, and projects in Calvert County, Maryland

Background:
In their letter of July 24, 2015, to Dr. Kwame Arhin, Planning & Program Manager of the Federal Highway Administration, Maryland Division, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) advised that they were coordinating the required air quality conformity analysis with the MPO for the National Capital Region, Transportation Planning Board (TPB), as Calvert County's portion of the C-SMMPO was within the non-attainment area for the 2008 8-Hour Ozone area within the National Capital Region.

Transportation plans, programs and projects in Calvert County must be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area, as per a Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties (Attachment A) and TPBs current resolution, adopted in 1993 (Attachment B.)

The TPB resolution (R23-93, Resolution Responding to Governor Schaefer's Letter Concerning the Metropolitan Planning Boundary in Maryland) which includes Calvert county in the TPB's air quality conformity analysis was the result of coordination between the State transportation air agencies and the Federal Highway Administration (FHA) and the Federal Transit Administration (FTA), in response to requirements in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Discussion
Since the establishment and inclusion of Calvert County in the C-SMMPO, the TPB staff has initiated discussions with the Maryland Department of Transportation to review and update the 1993 resolution. Updates have resulted in the attached agreement between TPB, the C-SMMPO, and Calvert County to address analysis issues related to inclusion of C-SMMPO and Calvert County transportation plans, projects and programs in TPB's regional air quality conformity analysis. The agreement has been reviewed by the TPB, MDOT, the C-SMMPO, FHA and FTA, and the County Attorney, John Norris. The agreement requires BOCC approval and signature.

Conclusion/Recommendation:
Staff requests the BOCC review and authorize signature of the attached agreement by the President of the County Commissioners, Evan Slaughenhoupt.

Attachments: 3

ATTACHMENT A

Proposalfor Satisfying Federal Metropolitan Planning Requirements
for Charles and Calvert Counties

The TPB proposes the conformity procedures defined in parts 1-4 below. These procedures affirm the practices that have been used for the past two years for the Metropolitan Washington Region non-attainment area as a means for assuring conformity in Charles and Calvert Counties.

1. The TPB agrees with Governor Schaefer that Charles and Calvert Counties not be a part of the planning area covered by the TPB.

2. Transportation plans, programs and projects in Charles and Calvert Counties will be excluded from the TPB's Long-Range Transportation Plan and six-year Transportation Improvement Program (TIP). and included in the statewide Long-Range Transportation Plan and state-wide Transportation Improvement Program (STIP) developed by the State of Maryland.

3. Transportation plans, programs and projects in Charles and Calvert Counties will be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area (MSA). Conformity determinations concerning proposed added projects will be based on a system level analysis for the non-attainment area.

4. Charles and Calvert Counties will be involved in all aspects of the conformity analysis and determinations.

- Formalinvolvement for Charles and Calvert Counties will be provided through the Maryland Department of Transportation on the TPB, and through Charles and Calvert Counties' membership on MWAQC and its Technical Staff Coordination Committee (TSCC).

- Informal involvement by Charles and Calvert Counties will be provided through participation by their representatives in COG and TPB committees and processes concerned with conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

These procedures are subject to amendment should they be found in conflict with the final rule on conformity promulgated by the U.S. Environmental Protection Agency.

ATTACHMENT B

TPB R23-93
December 16, 1993

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION RESPONDING TO GOVERNOR SCHAEFER'S LETTER CONCERNING THE METROPOLITAN PLANNING BOUNDARY IN MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires MPO boundaries to "at least include the boundaries of the non-attainment area, except as otherwise provided by agreement between the metropolitan planning organization and the Governor;" and

WHEREAS, in a letter of April 16, 1992, the Governor of Maryland presented a proposal to the TPB under which "the Washington area MPO boundaries should not be expanded to encompass Charles and Calvert Counties;" and

WHEREAS, on September 16, 1992, the Transportation Planning Board (TPB) requested that the Metropolitan Washington Air Quality Committee (MWAQC) consider and provide comments to the TPB on the implications of Governor Schaefer's request for air quality planning and conformity findings in the Metropolitan Washington Area; and

WHEREAS, there has been extensive coordination with the State Transportation Agencies and the State Air Quality Agencies, who are members of MWAQC, and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

WHEREAS, on December 9, 1992, the MWAQC adopted a set of recommendations to the TPB on responding to Governor Schaefer's request; and has transmitted those recommendations to the TPB; and

WHEREAS, the "Interim Guidance on the ISTEA Metropolitan Planning Requirements" issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of April 6, 1992, contains the following guidance on Metropolitan boundaries:

"In non attainment areas, if the MPO and the Governor agree to exclude a portion of the nonattainment area, they must be able to demonstrate how conformity will be ensured in the excluded portion. Such proposals should be coordinated with FHWA, FTA, EPA, the state transportation agency.and the state air quality agency before a final decision is made".

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board endorses the MWAQC recommendations as defined in Attachment A, agrees to respond favorably to the April 16, 1992 request of the Governor of Maryland, and also to transmit copies to the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency.

Adopted by the Transportation Planning Board at its regular meeting on December 16, 1992.

TPB R12-2026
March 18, 2026

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION TO APPROVE THE FY 2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the Unified Planning Work Program is required as a basis and condition for all funding assistance for transportation planning to state, local and regional agencies by the FTA and FHWA; and

WHEREAS, the FY 2026 Unified Planning Work Program for Transportation Planning for the metropolitan Washington region was approved by the Transportation Planning Board (TPB) on March 19, 2025; and

WHEREAS, on February 12, 2026, the TPB released the draft FY 2027 UPWP for comment; and

WHEREAS, the TPB had the opportunity to review the outline and budget on January 21, 2026 and the draft document on February 18, 2026; and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 9, 2026 and the draft document on February 6, 2026, and recommended approval by the TPB of the final draft FY 2027 UPWP at its meeting on March 6, 2026; and

WHEREAS, on March 18, 2026, the TPB adopted resolution R11-2026 which identifies certain work activities and budgets for carryover funding from FY 2026 to FY 2027, and these work activities and budgets are incorporated into the final version of the FY 2027 UPWP.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2027 Unified Planning Work Program for Transportation Planning for the metropolitan Washington region.

Adopted by the Transportation Planning Board at its regular meeting on March 18, 2026.