National Capital Region
Transportation Planning Board

TRANSPORTATION PLANNING BOARD

Wednesday, February 19, 2025
12:00 P.M. - 2:00 P.M.

Virtual Meeting

AGENDA

12:00 P.M. **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
James Walkinshaw, TPB Chair

Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing written comments to TPBcomment@mwcog.org with the subject line "Item 1 Public Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, February 18, 2025 to be relayed to the board at the meeting.

12:15 P.M. **2. APPROVAL OF THE JANUARY 22, 2025 MEETING MINUTES**
James Walkinshaw, TPB Chair

12:20 P.M. **3. TECHNICAL COMMITTEE REPORT**
Victor Weissberg, TPB Technical Committee Chair

12:25 P.M. **4. COMMUNITY ADVISORY COMMITTEE REPORT**
Daniel Papiernik, CAC Chair

12:35 P.M. **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director

This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.

12:45 P.M. **6. CHAIRMAN'S REMARKS**
James Walkinshaw, TPB Chair

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

ACTION ITEMS

12:50 P.M. **7. PERFORMANCE BASED PLANNING AND PROGRAMMING: DRAFT 2025 TRANSIT ASSET MANAGEMENT TARGETS**
Pierre Gaunaurd, TPB Transportation Planner

The board will be briefed on the federal requirements for setting transit asset management targets by metropolitan planning organizations and a draft set of 2025 transit asset management targets for the National Capital Region will be presented. The board will be asked to approve final 2025 transit asset management targets at its February meeting.

Action: Adopt Resolution R8-2025 to approve transit asset management targets.

INFORMATION ITEMS

12:55 P.M. **8. BRIEFING ON THE DRAFT FY 2026 UNIFIED PLANNING WORK PROGRAM**
Lyn Erickson, TPB Plan Development and Coordination Program Director

The board will be briefed on the draft UPWP for FY 2026 (July 1, 2025 through June 30, 2026). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. The board will be asked to approve the FY 2026 UPWP at its March 19 meeting. This presentation will focus on new activities and projects.

1:10 P.M. **9. BRIEFING ON THE DRAFT FY 2026 COMMUTER CONNECTIONS WORK PROGRAM**
Dan Sheehan, TPB Transportation Operations Programs Director

The board will be briefed on the draft Commuter Connections Work Program (CCWP) for FY 2026 (July 1, 2025 through June 30, 2026). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2026 CCWP at its March 19 meeting.

1:20 P.M. **10. COMMUTER INCENTIVES: MOTIVATING TRAVEL BEHAVIOR CHANGE**
Dan Sheehan, TPB Transportation Operations Programs Director

The board will be briefed on the concept of commuter incentive programs and how the TPB's Commuter Connections program utilizes incentives to encourage commuters to try non-SOV modes of transportation, which can reduce roadway congestion and improve air quality. Commuter Connections has operated various incentive programs for over ten years, and by the end of this month, will fully launch the new CommuterCash program that will eventually encompass several incentive programs within one mobile application.

1:40 P.M. **11. 2024 TPB INTERCITY TRAVEL STUDY**

Eric Randall, TPB Transportation Engineer

The board will be briefed on the 2024 TPB Intercity Travel Study, which collected regional information on intercity bus and rail travel to meet federal requirements for metropolitan transportation planning and to improve regional knowledge. The final report of the study includes research findings and the results from an intercept survey of travelers.

2:00 P.M. **12. ADJOURN**

The next meeting is scheduled for Wednesday, March 19, 2025.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:
www.mwcog.org/TPBmtg

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEMBERSHIP LIST

February 19, 2025

2025 Officers: Chair James Walkinshaw; First Vice Chair Neil Harris;
Second Vice Chair Matt Frumin

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DISTRICT OF COLUMBIA		
DC Council	Charles Allen	
DC Council	Christina Henderson	Heather Edelman
DC Council	Matt Frumin	Leigh C. Miles
DC-DOT	Sharon Kershbaum	Amanda Stout
		Mark Rawlings
D.C. Office of Planning	Anita Cozart	Sakina Khan
		Ryan Hand
		Rebecca Schwartzman
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Maryland Senate	Nancy King	
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City of Manassas Park	Alanna Mensing	Steve Hall
Prince William Co.	Deshundra Jefferson	Meagan Landis
Prince William Co.	Victor Angry	Ricardo Canizales
Virginia DOT	Bill Cuttler	Nick Roper
		Maria Sinner
Virginia House	David A. Reid	
Virginia Senate	Jennifer Boysko	
WMATA	Allison Davis	Mark Phillips
EX OFFICIO/NON-VOTING		
FHWA – D.C.	Lamin Williams	Sandra Jackson
		Richard Duran
FTA	Terry Garcia Crews	David Schilling
		Daniel Koenig
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METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, NE Suite 300
Washington, DC 20002

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the February 2025 TPB Meeting
DATE: February 19, 2025

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwcog.org), online (mwcog.org/tpbcomment), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon Tuesday January 21, 2024 and noon Tuesday February 18, 2025, the TPB received five emails and one online comment.

The comments are summarized below. All full comments are attached to this memo.

PUBLIC COMMENTS - LETTER/EMAIL RECEIVED

Clara E. Irazàbal Zurita- Comments via Email- February 6, 2025.
Dr. Zurita urges the TPB to take action against climate pollution from transportation, noting that the TPB has offered a set of actions for reduction including alternatives to highway expansion.

Michael Replogle- Comments via Email- February 6, 2025.
Mr. Replogle urges the TPB to align transportation and land use plans to support rapid mitigation of greenhouse gas pollution reduction.

Andrew Olesen- Comments via Email- February 7, 2025.
Mr. Olesen praises the report entitled, "Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies," encouraging the TPB to implement strategies such as encouraging development along transit corridors.

Madeline Amalphy- Comments via Email- February 16, 2025.
Ms. Amalphy urges the TPB to implement greenhouse gas reduction strategies from transportation as soon as possible.

Bill Pugh- Comments via Email- February 18, 2025
Mr. Pugh states that the Coalition for Smarter Growth is glad to see that the draft UPWP has activity to implement greenhouse gas reduction strategies, noting that it is now more critical in light of the federal government's actions. He urges the board to ensure activity rises to the challenge since there are only five years remaining to meet the 2030 commitments.

Paul Brown- Comments via Online Comment Form- February 18, 2025
Mr. Brown offers several comments on the Summary of Findings from the "Implementation Considerations for On-Road Transportation Greenhouse Gas Emission Reduction Strategies," stating that, in general, the findings appear well-reasoned and the political calculus is explained reasonably. He writes in favor of measures that would increase the cost of Vehicle Miles Traveled (VMT), and urges consideration be given to tolling. Mr. Brown attached a report from the Central Florida Expressway Authority. cfx2024_ACFR_Front-Cover_p1

Laura Bachle

From: Clara Elena Irazabal Zurita <irazabal@umd.edu>
Sent: Thursday, February 6, 2025 5:53 PM
To: TPBcomment
Subject: Slash climate pollution from transportation

Dear elected leaders,

I want you to take action to slash climate pollution from transportation.

Staff and consultants at the Transportation Planning Board have offered a set of actions (link to ICF Report: Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies- https://www.mwcog.org/events/2024/10/16/transportation-planning-board/) you can take to reduce climate pollution from transportation, including alternatives to highway expansion, parking benefit cashout, and more aggressive transit-oriented housing efforts.

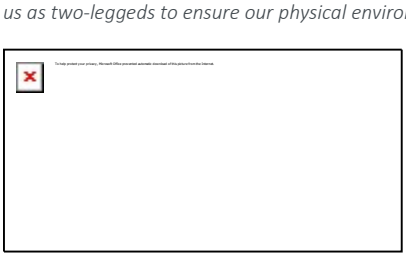
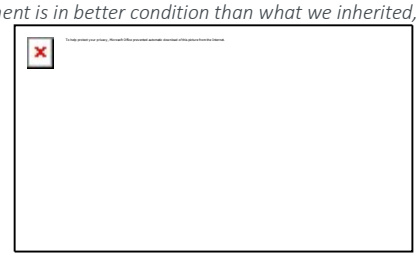
Do the right thing.
Thanks,

Clara E Irazábal Zurita (*she/ella/ela*), Arch., M.Sc., M.Arch., Ph.D.
JEDI Officer, ADVANCE Professor
Director and Professor, Urban Studies and Planning Program
Affiliate, National Center for Smart Growth
School of Architecture, Planning and Preservation
University of Maryland
1244 Architecture Building
3835 Campus Drive
College Park, Maryland 20742
301.405.6290 | C: 917.539.9828
irazabal@umd.edu | www.arch.umd.edu
I'd follow love into extinction.
- Ayisha Siddiqa


DACA, TPS, or Undocumented Students find resources and engage with the USP.

Please do not feel obliged to respond to this email outside your normal working hours.

University Land Acknowledgement (excerpt)
We are on the ancestral lands of the Piscataway People, who are the ancestral stewards of this sacred land. This Land Acknowledgement is a vocal reminder for each of us as two-leggeds to ensure our physical environment is in better condition than what we inherited, for the health and prosperity of future generations.

Laura Bachle

From: Michael Replogle <jardiner47@gmail.com>
Sent: Thursday, February 6, 2025 5:31 PM
To: TPBcomment
Subject: Take action to cut climate pollution

As a longtime resident of the area and a transportation policy leader, I urge you to ensure TPB's transportation plans and programs and land use plans are aligned with and supportive of the most rapid mitigation of GHG pollution possible for the metropolitan region.

Slow the pace of road system expansion; accelerate efforts to operate and expand public transportation; promote an expanded network of protected cycle ways and pedestrian infrastructure. Operate highways more efficiently with time of day pricing of shoulders and existing lanes. Stop sprawl development and support infill transit oriented development.

Michael Replogle
Arnold, Maryland
Sent from my iPhone

Laura Bachle

From: Andrew Olesen <andrewolesen@gmail.com>
Sent: Friday, February 7, 2025 12:45 PM
To: TPBcomment
Subject: Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies

Dear TPB,

I loved what I saw in Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies. As a long-time Northern Virginia resident, it's great to see the TPB start to consider truly sustainable and livable strategies like these. In years' past I've seen a lot from TPB that just seems designed to trap us in an expensive, dirty, unhealthy car-dominated environment. Please stop encouraging the building of new roads, new overpasses, added lanes, etc. that will just encourage more exurban development and turn more beautiful Virginia countryside into forgettable tract housing. We can't afford the roads we have, as evidenced by the VDOT and local shortfalls in maintenance funding.

Please implement strategies like encouraging development along transit corridors, charging for driving especially where demand is highest but capacity is expensive (e.g., highways, urban centers), building bike and walk facilities and encouraging e-bike adoption, and provide better options for employers and businesses other than drive-to-and-park (i.e., through parking reforms, "sticks" of charges, and carrots of better transportation alternatives).

The extremely high price of housing near metro stops and in walkable/bikeable areas like Clarendon, Falls Church, or Old Town Alexandria show there is a high demand for places with these transportation characteristics. Initial results from Manhattan and much-longer-running experience in European cities shows that pricing to reduce car congestion is a boon for people.

It was great to see this report. Please make it reality!

Kind regards,
Andrew Olesen
Falls Church, VA

Laura Bachle

From: Madeline Amalphy <radchic05@gmail.com>
Sent: Sunday, February 16, 2025 9:46 PM
To: TPBcomment
Subject: Support Transportation Planning Board Climate Actions

Good evening,

As a young Gaithersburg resident who is extremely concerned about the climate crisis and pollution, I strongly urge you to implement the Transportation Planning Board's strategies to reduce greenhouse gas emissions from transportation as soon as possible. Our region needs alternatives to highway expansion, parking benefit cashout, and more aggressive transit-oriented housing efforts in order to meet our climate goals. You must prioritize improving access to public transit instead of driving in order to stop the worst effects of climate change from killing innocent Americans.

Thank you,
Madeline Amalphy

Laura Bachle

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, February 18, 2025 12:02 PM
To: TPBcomment
Subject: Item 1 Virtual Comment for Feb meeting

Dear Chair Walkinshaw and Board members,

- The Coalition for Smarter Growth is glad to see that the draft UPWP now has an activity to help implement the TPB's adopted greenhouse-gas reduction strategies.
- With the federal administration dropping support for climate change programs, it's even more critical for regional leadership in meeting Metro Washington's climate goals.
- TPB's 2021 Climate Change Mitigation Study showed that only by significantly scaling up initiatives at the regional level - both electric vehicle and mode shift and travel demand strategies - can this region meet the COG climate target.
- We ask the board to please ensure that the activity in the work program rises to the challenge.
- There are only five years remaining to meet your bodies' 2030 adopted regional and local climate commitments.

Thank you,

Bill Pugh

Paul Brown

02/18/2025

General Comment Form

Subject

Comments on Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies

Comment:

I offer several comments on the Summary of Findings from the "Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies". In general, the findings appear well-reasoned and the political calculus is also explained reasonably.

I am very much in favor of measures that would increase the cost of VMT. Such measures are critical to reducing vehicular GHG emissions. They are even more critical given the increase in vehicular use that has come from increased deliveries and is likely to come from greater in-office workers.

A mileage based charge, coupled with a fixed credit amount for low income drivers, as well as cordon fees, would be straightforward to implement and would provide the greatest benefits, as the study findings conclude.

199 characters left

Do you have any other comments that you want to share with the TPB?

While not directly covered in the study or the report, I would also urge that consideration be given to tolling on roads that are well-used State freeways, such as VA 28 and MD 32. Tolling is already present on MD 200, so there is precedent in Maryland.

Florida, Texas, and Orange County California all have tolled expressways. See Orlando, FL, for example, where most expressways are tolled - see attached annual report from the Central Florida Expressway Authority. Both FL and TX may be "Red" states, but they are supportive of driver (and visitor) pays tolling. Considerable revenue could be raised to support other transportation infrastructure.

Thank you

TRANSPORTATION PLANNING BOARD
MEETING MINUTES

January 22, 2025

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

James Walkinshaw, Chair – Fairfax County
Neil Harris, First Vice Chair - City of Gaithersburg
Christina Henderson, Chair – DC Council
Arman Safakhah – City of Laurel
Corey Pitts – Montgomery County – Exec
Victor Weissberg – Prince George's County – Exec
Susan Cunningham – Arlington County
Sonia Vasquez Luna – City of Manassas
Rebecca Schwartzman – DC Office of Planning
Heather Edelman – DC Council

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Matt Frumin, Second Vice Chair – DC Council
Amanda Stout – DC DOT
Mark Rawlings – DC DOT
Mati Bazurto – City of Bowie
Jason Groth – Charles County
Denise Mitchell – City of College Park
Kelly Russell – City of Frederick
Kristen Weaver – City of Greenbelt
Marilyn Balcombe – Montgomery County - Council
Monique Ashton – City of Rockville
Amy Wesolek – City of Takoma Park
Geoff Anderson – MDOT
Canek Aguirre – City of Alexandria
Dan Malouff – Arlington County
Walter Alcorn – Fairfax County
David Snyder – City of Falls Church
Rob Donaldson – Loudoun County
Ashley Hutson – City of Manassas
Steve Hall – City of Manassas Park
Deshundra Jefferson – Prince William County
Victor Angry – Prince William County
Meagan Landis – Prince William County
Maria Sinner – VDOT
Allison Davis – WMATA
Mark Phillips – WMATA
Sandra Jackson – FHWA – D.C.
Michael Weil – NCPC
Laurel Hammig – NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson

Mark Moran
Tim Canan
Leo Pineda
Laura Bachle
Sergio Ritacco
Rachel Beyerle
Deborah Etheridge
Jamie Bufkin
Katherine Rainone
Andrew Austin
Pierre Gaunaurd
Eric Randall
Cristina Finch
Lindsey Martin
John Swanson
Amanda Lau
Janie Nham
Sonya Breehey – Coalition for Smarter Growth
Cindy Dyballa – Takoma Park
Geoffrey Anderson – MDOT
Regina More – VDOT
Stephen Kenny – Montgomery County
Mike Turner – Loudoun County
Rachel Mai – Loudoun County
Ra Amin – CAC Chair
Bill Orleans - public

1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY

Chair James Walkinshaw called the meeting to order. He began by recognizing new members: Amanda Stewart from Charles County, City of Takoma Park Councilmember Amy Wesolek, Arman Safakhah from City of Laurel, Arlington County Board Member Susan Cunningham, City of Fairfax Councilmember Tom Peterson, Loudoun County Supervisor Caleb Kershner, City of Manassas Councilmember Sonia Vasquez Luna, Ashley Hutson from City of Manassas, City of Manassas Park Mayor Alanna Mensing, and Steve Hall from the City of Manassas Park.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the minutes. She confirmed there was a quorum.

Lyn Erickson said that the TPB meetings for the calendar year have been posed in the TPB event page. She explained how the document outlines which meetings will be virtual and which ones will be in-person.

Lyn Erickson said that there was one person who signed up to speak, Ms. Sonya Breehey from Coalition for Smarter Growth.

Ms. Breehey thanked staff for their hard work on the regional roadway safety summit and said that what is missing from the draft work plan is slashing global warming emissions from transportation. Ms. Breehey asked TPB to conduct a follow-on initiative to ICF's report presented last year, so that TPB can have promising greenhouse gas reduction strategies, and further develop concepts and action steps. She ended by asking for regional leadership and put into work a plan dedicated on implementing TPB climate strategies

and accountability for TPB greenhouse gas commitments.

Lyn Erickson stated that between noon, Tuesday, December 17, and noon, Tuesday, January 21, the TPB received one letter. She said that the letter can be found at the TPB meeting page. The letter was submitted by Katherine Garcia on behalf of the Sierra Club. In the letter, Ms. Garcia urges the TPB to take action on the strategies outlined in the implementation considerations for on-road greenhouse gas emissions reduction strategies report that was released in October 2024.

2. APPROVAL OF THE JANUARY 22, 2025 MEETING MINUTES

Chair Walkinshaw moved approval of the minutes. The motion was seconded by Neil Harris and was approved. Arlington County Board Member Susan Cunningham abstained.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted meeting summary, TPB Technical Committee Chair Victor Weissberg said that the Technical Committee met on January 10. He said that four items were reviewed for inclusion on the TPB's January agenda. These items were: 1) FY 2025-2026 Transportation Alternatives Set Aside Program for the District of Columbia; 2) Transportation Resilience Improvement Plan project list approval and amending Visualize 2045 to include the TRIP and its updated list; 3) a review of the outline and preliminary budget for the FY2026 UPWP; and 4) the draft 2025 Transit Asset Management Targets.

Victor Weissberg said that two items were presented for information and discussion, including: 1) an update on the safety summit work activities; and 2) a briefing on transportation technology inventory survey. He said that in addition, there were a number of other business items, including the 2025 TPB tech committee meeting dates, the 2025-2026 Community Advisory Committee recruitment update, the TLC and the road safety program solicitation, EV Auto Show Forum, and staff updates.

4. COMMUNITY ADVISORY COMMITTEE REPORT & ACCESS FOR ALL ADVISORY COMMITTEE REPORT

Referring to the posted report, Ra Amin said the CAC met on January 16. He said the group was briefed on a few topics including: 1) the DMV*Move*s community survey; and 2) the 2024 Regional Roadway Safety Summit. He offered TPB members to read the CAC recommendations regarding both topics.

There were no questions for CAC Chair Ra Amin.

Chair Walkinshaw thanked Ra Amin for his chairmanship of the Community Advisory Committee.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the TPB's Steering Committee met on January 10 and took the following actions:

- Reviewed the proposed addition of five projects and the modification to one of the projects that are listed as prioritized projects within the TPB's Transportation Resilience Improvement Plan document. The Steering Committee reviewed the recommendation from staff to amend the TPB's long-range plan, Visualize 2045, to officially incorporate the resiliency improvement plan as part of the long-range plan.

- The committee reviewed and approved six amendments to the TPB. These include:
    - Maryland Department of Transportation's requested two bridge replacement projects to be consolidated and some additional funding of about 50 million was added. An additional $39 million was added in FTA formula and TIFA loan funds for the Prince George's County Bus and Bus Facilities program.
    - At the request of the City of Frederick, $500,000 in U.S. Department of Transportation's Reconnecting Communities and Neighborhood Grant Funds was added for the Golden Mile project.
    - At the request of Montgomery County, about $87 million in FTA's capital investment grant and state and local funds was added for the Viers Mill Road BRT project.
    - Virginia's Department of Rail and Public Transportation added about $3.2 million in CMAQ and RSTP funds for the new DASH technology Phase 2 project in the city of Alexandria.
    - PRTC added $11.5 million for the Virginia Railway Express's Broad Run corridor track acquisition. An additional $91 million in FTA state of good repair funds for the VRE Seminary Road Yard project.
    - The Federal Highway requested TPB to update funding for several projects in the District, Maryland, and Virginia. These are federal projects that are being implemented by Federal Highway, and the update to the funding information reflects the latest appropriated funding for these projects.

Kanti Srikanth said that a letter was sent on behalf of the board to the U.S. Transportation Secretary supporting the District of Transportation's request for regional infrastructure accelerated grant program funds to advance the Southeast Boulevard and Barney Circle project.

Kanti Srikanth reported that the meeting schedule for the year has been posted on the TPB meeting page. He stated that TPB formally submitted a petition to join U.S. Department of Transportation's National Allies in Action program. He said the USDOT reviewed the petition and has accepted TPB as its newest Ally in Action. He shared that media releases were issued to the press. He said that TPB is now accepting applications for technical assistance grants for two of its programs, Transportation Land Use Connections program, and Regional Roadway Safety program. He said that TPB members that apply can expect anywhere between $80,000 and $100,000 in technical assistance grants to advance any of their projects, either in design or preliminary engineering and the deadline is March 7.

Kanti Srikanth said that TPB is partnering with COG's Climate, Energy, and Environment Policy Committee to host Electrifying the Future: Strategies for Climate Pollution Reduction on January 30 at the annual Washington Auto Show. He explained that the event was free and online registration is open.

David Snyder said that he appreciates all the work that TPB staff has done on both highway safety and resilience. He asked if Kanti Srikanth had any comments to make regarding the public comment on greenhouse gas reductions.

Kanti Srikanth said that the current budget and work activities of the TPB have specific tasks that will continue to advance TPB's priorities on climate change. He said that in the current fiscal year, TPB analyzed the number of EV charging stations needed in our region, considering the population and the 23 different jurisdictions that serve it, as well as identified potential locations where they could be installed and the kinds of charging stations that could be installed. He explained that in the next fiscal year the TPB will continue to have work activities focused on greenhouse gas reduction.

6. CHAIR'S REMARKS

Chair Walkinshaw laid out some key activities for the TPB in the year ahead, as well as noting some of his key priorities. He explained how his jurisdiction, Fairfax County, has thoroughly reexamined projects that had been in the long-range plan for many years, and developed a new set of projects and priorities. He expressed in detail that in most cases Fairfax County removed road widening projects that were no longer consistent with their land use and climate goals. He said that this year he would also like to build on the great work Chair Henderson did on regional roadway safety to ensure the TPB implements the recommendations from the Regional Roadway Safety Summit. He stated that TPB has done great work on climate change, but still has more work to be done. He noted that not all of the climate change work being done locally is reflected in TPB's work or documents, but that he thinks TPB can be doing more to assist jurisdictions in those efforts.

Chair Walkinshaw ended his remarks by outlining that even though there might be inaction in the White House on reducing greenhouse gas emissions, it is still a priority of the TPB and presents the opportunity for TPB at the local and state levels to be innovators and move the ball forward. He thanked the board for the opportunity to serve as 2025 chair.

7. APPROVAL OF 2025-2026 APPOINTMENTS TO THE TPB'S CAC

Chair Walkinshaw introduced the item, noting that every two years the TPB appoints residents of the region to serve as members of the Community Advisory Committee (CAC) for the upcoming two years.

Referring to the posted material, Laura Bachle said that staff received 66 completed applications for the CAC from 14 member jurisdictions. TPB Staff advertised the application period widely. In December 2024, the TPB officers received a memorandum including all completed applications and staff recommendations for membership on the 2025–2026 CAC. The officers reviewed the applications and concurred with staff recommendations.

Chair Walkinshaw moved approval of the CAC membership for 2025-2026. The motion was seconded and was approved unanimously.

Chair Walkinshaw announced that he was appointing Daniel Papiernik as CAC chair.

8. FY 2025 AND FY 2026 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA

Referring to the posted material, John Swanson said that under the federal Transportation Alternatives Set-Aside Program (TAP), the TPB is responsible for selecting projects using sub-allocated funding for the District of Columbia, Suburban Maryland, and Northern Virginia. He provided background on the program and the process for developing project recommendations.

John Swanson said that for FY 2025 and FY 2026 in the District of Columbia, a total of $2,951,200 was made available for TPB project selection. The TPB's selection panel has recommended using all that funding for four projects that were listed and described in the posted material.

Chair Walkinshaw moved adoption of Resolution R6-2025 to approve the projects recommended for funding. The motion was seconded and was approved unanimously.

9. ANNUAL TRIP PROJECT LIST APPROVAL AND AMENDING VISUALIZE 2045 TO INCLUDE THE TRIP WITH THE UPDATED LIST

Chair Walkinshaw said the last action item would be the approval of the annual Transportation Resiliency Improvement Plan (TRIP) project list and amendment of Visualize 2045 to include the TRIP with the updated list.

Referring to the posted material, Katherine Rainone reviewed the proposed additions to the list of transportation resiliency projects included in the TPB's adopted TRIP. She provided background on the program.

She said that in June 2024 the TPB approved the TRIP, including its prioritized project list. In July of 2024 the Federal Highway Administration (FHWA) approved the TRIP and the project list as having met all the required elements of a resilience improvement plan as laid out by the PROTECT program. In December of 2024, TPB staff requested that resilience stakeholders submit projects for inclusion in an updated list. In response to that solicitation, staff collected five new Transportation Resilience projects. WMATA later submitted a modification to a project that was previously included in the list.

Katherine Rainone spoke to TPB members who might be preparing discretionary grant applications for the PROTECT grant program. She said that if a project is funded through the PROTECT program and it is included in the approved TRIP or in the approved long-range plan, the applicant will receive a 7 percent reduction in their match requirement, and if the TRIP is part of the long-range plan then the match reduction increases to 10 percent.

Katherine Rainone said that staff recommended approval of Resolution R7-2025, which included the addition of five projects and one modified project to the approved prioritized project list included in the National Capital Region Transportation Resilience Improvement Plan as identified in the materials that you have today, and amending Visualize 2045 to formally include the TRIP as an appendix to the current plan of record.

Chair Walkinshaw moved adoption of Resolution R7-2025. The motion was seconded and was approved unanimously.

10. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2025 UPWP

Lyn Erickson said that the TPB has federal requirements to meet, the TPB serves as a forum for regional coordination, and it provides data to decision-makers. She said that she would elaborate on the responsibilities the TPB has as the federally designated metropolitan planning organization for the Washington, DC, Maryland, Virginia urban area, as well as the urban areas of Frederick and Waldorf, Maryland. She stated that the Unified Planning Work Program (UPWP) includes the TPB's annual budget and is the document where everything staff does and plans to do is written down.

Lyn Erickson said that the main takeaway from her presentation is a reminder of the many federal requirements the TPB is responsible for together as a region in a continuing, cooperative, and comprehensive manner. She said that next month she will talk about specific products and activities that the board plans to take on in FY 2026. She said that board will be asked to approve the UPWP in March.

Lyn Erickson stated that the TPB is required to develop a long-range plan and a short-range transportation improvement program. She stated that the TPB is required to demonstrate how projects are paid for and to conduct an air quality conformity analysis of the projects in both the plan and the TIP. She said that the TPB is also required to engage in performance-based planning and programming, which is the application of

performance management principles to achieve desired performance outcomes for our multimodal transportation system.

Lyn Erickson noted that the TPB process is supposed to shape what goes into the plans and programs both now and the future. She said that the TPB takes projects developed at the local, subregional, or state level, and looks at them through a regional lens, using regionally established policies, the environmental and equity lens, and providing that information to TPB members as the implementing agencies to use as those projects move forward and as members are making decisions about what projects to fund next.

Lyn Erickson said that the TPB has 43 members, is the ninth largest MPO in the nation based on population, and the 16th largest in planning area. She said that the TPB prepares plans and programs that the federal government must approve for federal aid transportation funding to flow to the region. She said that the Unified Planning Work Program defines how the TPB carries out MPO activities, serves as a staff scope of work for the coming fiscal year, and is a document that USDOT approves. She said the work program provides federal authority to draw down guaranteed MPO federal funding.

Lyn Erickson said that federal PL and Transit 5303 funding is directed to conducting the metropolitan planning process. She said that the local TPB members provide at least a 10-percent match based on the jurisdiction's population, the state DOTs pay 10 percent on behalf of all the jurisdictions in the state, and the federal government picks up the other 80 percent.

Lyn Erickson presented information on the TPB committee and subcommittee structure, coordination activities with members and COG, and *TPB News*. She noted that the TPB funds and implements regional programs by providing consultant services to members in several program areas through the Transportation and Land Use Connections program and the Regional Roadway Safety Program. She said that TPB promotes transportation alternatives through the Commuter Connections program, through the bicycle and pedestrian program, and through the Transportation Alternatives Set Aside Program. She said that another grant program is the TPB Enhanced Mobility grant program.

Lyn Erickson said that the TPB is set up to conduct studies and analysis that inform regional transportation decision-making and to facilitate and implement various regional initiatives including coordinating the Metropolitan Washington Air Quality Committee and the Climate, Energy, and Environment Policy Committee. She said that the TPB continues robust safety activities following up on R3-2021 and the Regional Safety Summit. She said the TPB provides travel monitoring, travel trends analysis, travel demand forecasting, mobile emissions planning, and supports multimodal initiatives. She said that TPB is developing a Generation 3 travel demand forecasting model, which will be the TPB's next generation travel demand forecasting model. She stated that the TPB provides travel, traffic, and demographic analysis and datasets and visualizations.

Lyn Erickson said that in the coming year, the TPB is scheduled to approve the Visualize 2050 plan and the FY 2026-2029 TIP, conduct an environmental justice analysis of Visualize 2050, and will update the regional bicycle and pedestrian plan and the regional freight plan. She said the TPB will continue to work on emissions reduction activities. She said that the TPB will commence data collection for the TPB's regional travel survey.

Lyn Erickson said that next steps are to develop revenues and expenditures, and staff will look at carryover or funding that it does not plan to finish by June 30 so that those funds can be included in the FY 2026 document.

Chair Walkinshaw said that the TPB is moving toward March adoption of the UPWP. He encouraged board members to reach out to Lyn with thoughts or questions or ideas. He asked if the TPB would have the ability to provide information on vehicle miles traveled taxes that would help jurisdictions or states make a decision whether to move in that direction.

11. PERFORMANCE BASED PLANNING AND PROGRAMMING DRAFT 2025 TRANSIT ASSET MANAGEMENT TARGETS

Pierre Gaunaurd provided a briefing on the federal requirements for setting transit asset management targets and the FY 2025 draft targets. He said that providers in the region who oversee and receive FTA funds are required to set annual transit asset management performance targets. He said that providers must set targets within four months of the end of the fiscal year, with the exception of District DOT, which is by October 31.

Pierre Gaunaurd stated that the program helps explain assets that exist in the region and the information is also critical for planning funding needs, capital projects, maintenance work, and ensuring safety. He said that FTA separates operators into Tier 1 and Tier 2 operators with a Tier 1 agency having 100 or more revenue vehicles in their fleet and Tier 2 having less than or equal to 100 revenue vehicles. He stated that Tier 1 providers report annually, and Tier 2 providers have the option to participate in a group plan. He said that Virginia operators participate through DRPT's plan and Maryland operators through MTA's. He said that Fairfax CUE is the only providers that reports on their own. However, Tier 2 providers can opt out and fulfill these requirements on their own.

Pierre Gaunaurd said that MPOs' regional targets must be included in each long-range transportation plan and TIP. He said that the targets presented to the board in February are going to be included in the Visualize 2050 Metropolitan Transportation Plan and the FY 2026-2029 TIP.

Pierre Gaunaurd said the performance measures tracked are divided into categories: rolling stock; service vehicles, non-revenue service vehicles, rail infrastructure, fixed guideway track; signals and systems; stations and facilities. He said that metric used for three of the four categories is whether or not an asset that falls under that category has met or exceeded its useful life benchmark. He said for infrastructure, the metric is how much a particular track system or guideway system has performance restrictions leveled on it.

Pierre Gaunaurd presented a summary of the agencies in the region and targets they have set. He stated that the main takeaway is that high percentage totals are a concern because that reflects the percentage of assets that have met or exceeded their useful life benchmark. He said that by and large the numbers are good with some figures that stand out. He said that 100 percent of Montgomery County's cutaway buses have met or exceeded their useful life benchmark and service vehicles across the board tend to be on the higher end. He noted that the vehicles could be operating past their useful life benchmark in a good way, or this may be the result of supply chain impacts. He said the numbers may reflect agency funding limitations.

Pierre Gaunaurd presented the draft regional targets by asset category. He said that cutaway buses have the second-highest regional target at 26 percent. He stated that almost all other targets are around 10 percent or less except for vans.

Pierre Gaunaurd said that the service vehicle totals include all of MTA's applicable assets, and the commuter rail track mileage listed is a percentage total that MTA described in the 2023 National Transit Database as having capital or shared capital responsibility over in its system. He said that almost all MARC track mileage is owned by either CSX or Amtrak, so TPB staff are looking into distinguishing how many of the 20-plus miles are within the National Capital region. He also shared the regional targets for transit facilities in the region, which are largely low because many facilities are relatively new and above the benchmark grade.

Pierre Gaunaurd said that TPB staff will present the draft targets to the regional public transportation subcommittee with an open comment period through February 7, and staff will present final targets to the board in February for approval. He said approved targets will be included in the Visualize 2050 plan and the FY 2026-2029 TIP.

Chair Walkinshaw asked if an agency does not own tracks or all of its own tracks, who submits the transit asset management plan with respect to those tracks?

Pierre Gaunaurd said that ultimately every transit agency that operates rail in the region is required to report the track mileage they are operating on even if they do not own it or have shared capital responsibility over it. He stated that what is reported in the National Transit Database by MARC is ultimately 4.3 percent or around 492 miles of track over which they have shared capital responsibility. He said that for the purposes of setting targets, any agency is only required to set targets on an asset they have direct capital responsibility or share responsibility over.

Eric Randall said that the target will change for Virginia in the future. He said that the Commonwealth of Virginia has purchased trackage to support the Transforming Rail in Virginia project, and that mileage will roll into future targets of performance where the state as a public body receiving federal transit funds will be reporting on performance restrictions. He stated that billions of dollars flow into transit asset maintenance every year, so the data is also important from a financial point of view.

Chair Walkinshaw asked whether there are different standards or useful life benchmarks for an electric bus vis-à-vis a traditional diesel-powered bus or natural gas-powered bus or are they all the same in terms of useful life.

Pierre Gaunaurd said that for the purposes of the default useful life that FTA has released in their guidance, every bus, if it's a 30 to 45-foot bus has the same useful life benchmark. He said that if an agency opts to set their own useful life benchmark because their CNG or zero-emission buses last longer, they have to justify that somehow.

Neil Harris asked if the TPB tracked the year-over-year trend lines in the status of stock, and if so, what trends are being seen?

Pierre Gaunaurd said that the TPB has not tracked this to date. He said it has been discussed in order to get a better understanding of what is changing, if anything, in capital assets and the inventory of the different agencies in the region. He said that a hesitation into reading too much into the trend lines is because a lot of procurements within transit agencies are done in a periodic way. He used the example of Fairfax CUE buying six buses at a time every six or seven years and when the six-year mark is hit and if the reporting comes out before the new buses are received, it will appear as 50 percent of their buses are at or past their useful life. He said that the trend lines are the context for each agency about why the numbers are what they are due to inability to procure new vehicles or because of supply chain issues.

12. ADJOURN

Chair Walkinshaw stated that the next meeting would be February 19, 2025. There being no other business, the meeting was adjourned at 1:50 P.M.

Meeting Highlights
TPB Technical Committee – February 7, 2025

The Technical Committee met on Friday, February 7, 2025. Meeting materials can be found here: https://www.mwcog.org/events/2025/2/7/tpb-technical-committee/

The following items were reviewed for inclusion on the TPB's February agenda:

TPB AGENDA ITEM 7 – PBPP: 2025 TRANSIT ASSET MANAGEMENT TARGETS
The committee was briefed on the federal requirements for setting transit asset management targets by metropolitan planning organizations. A final set of 2025 transit asset management targets for the National Capital Region were presented. The board was briefed on the draft targets and asked to approve the regional transit asset management targets.

TPB AGENDA ITEM 8 – BRIEFING ON THE DRAFT FY 2026 UNIFIED PLANNING WORK PROGRAM
The board was briefed on the draft UPWP for FY 2026 (July 1, 2025 through June 30, 2026). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. On March 19, the Transportation Planning Board will be asked to approve the FY 2026 Unified Planning Work Program. This presentation was focused on new activities and projects.

TPB AGENDA ITEM 9 – BRIEFING ON THE DRAFT FY 2026 COMMUTER CONNECTIONS WORK PROGRAM
The board was briefed on the draft Commuter Connections Work Program (CCWP) for FY 2026 (July 1, 2025 through June 30, 2026). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. On March 19, the Transportation Planning Board will be asked to approve the FY 2026 Commuter Connections Work Program.

TPB AGENDA ITEM 10 – COMMUTER INCENTIVES: MOTIVATING TRAVEL BEHAVIOR CHANGE
The committee was briefed on the concept of commuter incentive programs and how the TPB's Commuter Connections program utilizes incentives to encourage commuters to try non-SOV modes of transportation, which can reduce roadway congestion and improve air quality. Commuter Connections has operated various incentive programs for over ten years, and by the end of this month, will fully launch the new CommuterCash program that will eventually encompass several incentive programs within one mobile application.

TPB AGENDA ITEM 11 – TPB INTERCITY TRAVEL STUDY
Continuing from previous briefings, the committee was briefed on the final report of the TPB's 2024 Intercity Travel Study, including results from the intercept survey of travelers, a webmap of the findings, and recommendations. The committee was briefed on the complete study at its meeting.

The following items were presented for information and discussion:

VISUALIZE 2050 AND FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM: UPDATES ON ZERO-BASED BUDGETING EXERCISE

TPB staff provided an update on the ongoing zero-based budgeting activities. This update included agency progress on the clarifications requested for non-regionally significant (NRS) priority fields, corrections to regionally significant for air quality (RSAQ) mapping, overarching projects (OAPs), TPB project titles, NRS remaining fields review, and TIP financial inputs.

UPDATE ON AIR QUALITY SIP PLANNING ACTIVITIES

TPB staff provided an update on State Implementation Plan (SIP) activities related to National Ambient Air Quality Standards (NAAQS) for ozone.

OTHER BUSINESS

- TLC/RRSP solicitation January 6
- Update on recent federal actions
- MDOT Carbon Reduction Program – project solicitation underway
- Staff Update, including Retirement Announcements

COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB

February 19, 2025
Daniel Papiernik, CAC Chair

The February meeting of the CAC was held virtually and in-person on Thursday, February 13. The meeting featured welcomes and introductions, new member orientation, and work planning for 2025. The committee also held their "Act Locally" round-robin.

WELCOME FROM THE TPB CHAIR AND INTRODUCTIONS

The TPB Chair, James Walkinshaw and the Director, Kanti Srikanth, welcomed members, discussed their priorities for the coming year, and discussed how the CAC might play a part in the decision-making. Chair Walkinshaw mentioned the major initiatives underway, including Visualize2050 and DMV*Moves*. He said that ultimately, transportation is about people, so it should be safe, reliable and sustainable. He also emphasized improving accessibility while balancing needs among urban, suburban, and rural communities. Chair Walkinshaw asked the CAC to continue challenging the TPB to engage in more meaningful discussions, noting that the CAC's work strengthens the TPB to make more informed decisions. Director Kanti Srikanth provided the CAC with a brief background on the TPB. He previewed the outlook for the TPB work plan and explained how the TPB's work is funded. Members were then asked to introduce themselves and use a one-word description for their experience or vision of transportation in the Capital Region. The exercise illustrated both the diversity and enthusiasm of the committee.

Questions and comments included the following:

Do we know how the new federal administration might affect TPB's funding?

The TPB's funding mostly comes from the USDOT (80% federal, 10% state, 10% local). TPB funding is based on a federal formula, which is less likely to be affected by the change in administration. Discretionary funds are subject to re-examination and while the TPB does not receive discretionary funding, the Federal Highway Trust Fund does get supplemented by the general fund and we do not know how this will impact the TPB's formula funding after next year.

MEMBER ORIENTATION

Staff provided members with an orientation to the National Capital Transportation Planning Board, the Metropolitan Washington Council of Governments, and the role the TPB Community Advisory Committee plays in regional transportation planning. The impact the CAC has had over the years since their founding was also highlighted.

DMV*Moves* ORIENTATION AND UPDATES

TPB staff gave an overview of the initiative and work to date. The main focus is on improving the regional transit system, coordinating services, and identifying funding needs and resources. Vice-chair Ra Amin will continue representing the CAC on the DMV*Moves* committees and working groups, particularly the Community Partners Advisory Group. Mr. Amin will report back to the CAC to receive the CAC's feedback and communicate it to the task force. He noted that the CAC's input is well-received, often reflecting the same priorities as other members of the Community Partners Advisory Group.

Questions and comments included the following:

Where does consideration for paratransit fall within the DMV*Moves* framework?
Paratransit is a factor under consideration when we are talking about a seamless system, such as ADA compliance, which benefits all riders. However paratransit is a much smaller part of the overall budget, so it doesn't face the same "fiscal cliff" as other operations, therefore most of the discussion on paratransit has occurred within the broader context of access overall.

Has there been any consideration of adoption of fare-free busses across the region?
Close to half the transit in the region is fare-free or has some fare-free options. Fares are certainly part of the dialogue over a seamless network. Going from no fare to a fare from one transit provider to another is confusing and discourages ridership. As part of the DMV*Moves* initiative, there's no expectation that any jurisdiction is going to be asked to repeal their fare-free service. Operators can continue to set their own fare policies, but regarding how different discount classes are treated, we are hoping for some consensus.

Regarding the working groups, are they divided up by jurisdiction?
The working groups are divided by topic, not by jurisdiction. There are representatives from all the jurisdictions on each group.

What is the status of the Shared Services Working Group?
This is the group tasked with exploring shared use of resources, assets and grouped procurements. There's a lot of agreement up front about the overall idea, but there are details about the implementation that has to be discussed. There are differences in how the jurisdictions do procurement, for example. All that takes a lot of discussion. The group continues to hold discussions.

How difficult is it to achieve consensus?
Consensus is achievable on the overall ideas, but more challenging when we start talking about implementation. Through the discussions we are achieving a framework to figure out a solution that puts us on a path to consensus.

CAC WORK PLANNING DISCUSSION

TPB staff highlighted the major work activities on the Unified Planning Work Program (UPWP) for 2025, focusing on those topics in which the CAC may be involved, for example the Bicycle and Pedestrian Plan for the National Capital Region, National Capital Region Freight Plan, implementation of safety summit recommendations, DMV*Moves*, and Visualize 2050.

ACT LOCALLY ROUND-ROBIN

Chair Papiernik opened discussion on the activities that members are doing in their local communities. A number of members shared their ongoing work, including walkability clinics, newsletter production, work on trail improvements, legislation on land value transfer, work on school safety, work with the Urban Land Institute (ULI) Healthy Communities Initiative, and work on strengthening ties between transportation, land use and safety in rural areas.

ATTENDANCE

TPB
Chair James Walkinshaw

CAC Members
Daniel Papiernik, Chair
Ra Amin, Vice-Chair
Keba Baldwin
Juanita Beltran
Felicia Brannon
Tim Davis
Kyle Dunn
Martha Fedorowicz
Heather Ganoa
Dan Hardy
Kevin Jiang
Madeline Kaba
Jenene Lee
Cooper Lohr
Mónica Martínez López
Dorothy Menelas
Felipè Millàn
Asa Orrin-Brown
Jeff Parnes
Lorena Rios
Rick Rybeck
Mark Scheufler
Gail Sullivan
Connor Young

Staff
Leonardo Pineda
Rachel Beyerle
Laura Bachle
Kanti Srikanth
Amanda Lau
Lyn Erickson
Pierre Gaunard

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: February 13, 2025

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: February 13, 2025

At its meeting on Friday, February 7 the TPB Steering Committee reviewed and adopted a resolution to update an existing Maryland planning agreement to reflect a 2020 Census Metropolitan Planning Area population swap, and a second resolution to amend the FY 2023-2026 Transportation Improvement Program (TIP) to include funding for the Frederick and Pennsylvania Rail Trail project in a Congressional Earmark Project Grouping. The committee also reviewed and approved the agenda for the TPB's February 19, 2025 meeting.

The first resolution adopted by the TPB Steering Committee, TPB SR31-2025 approved a request by MDOT for the Chair of the TPB to co-sign a Memorandum of Understanding (MOU) with the Baltimore Regional Transportation Board (BRTB) that establishes the responsibility for and acceptance of federal planning funds for a census-designated Urban Area (UA) population that overlaps the Metropolitan Planning Areas of the TPB and BTRB. A total of 9,881 out of the 2,134,817 (or 0.46% of) people that belong to the TPB planning area UAs reside in Anne Arundel and Caroll Counties which are within the BRTB's planning area. Accordingly, the MOU states that "effective with the next Federal Highway Administration and Federal Transit Administration acts and based on MDOT's current MPO population distribution formula, 0.46 percent of any funds provided for the purposes of conducting metropolitan planning activities attributable to the Washington-Arlington-DC-MD-VA and Frederick Urban Areas of TPB's planning area should be removed from the TPB MPO funding distribution level and included in the BRTB MPO funding distribution levels." Upon the TPB's review of this action, and barring any objections, the TPB Chair will be asked to sign the MOU.

The second resolution adopted by the Steering Committee, SR32-2025, approved an amendment to the FY 2023-2026 TIP to restore a defunct TIP record, T5838 for Congressional Earmark Projects, and to add the Frederick and Pennsylvania Rail Trail project as the first of up to 10 component projects to this project grouping. The amendment adds $350,000 in Community Project Funding/ Congressionally Directed Spending (CPF-Earmark) and local matching funds for this first component project. All projects in this grouping are selected and sponsored by the counties or municipalities they are located in. MDOT's State Highway Administration (SHA) is being utilized to administer the federal portions of the funding to the appropriate agencies since the mechanisms to do this are already in place.

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action." The director's report each month and the TPB's review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

Attachments:

- February 7, 2025 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR31-2024 approving an administrative request to update an existing Maryland planning agreement to reflect the 2020 Census Metropolitan Planning Area population swap, as requested by MDOT
- Adopted resolution SR32-2024 approving an amendment to the TIP, as requested by MDOT

TPB Steering Committee Attendance – February 7, 2025
(only voting members and alternates listed)

TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/DC Rep.:	Matthew Frumin
Prior TPB Chair:	Cristina Henderson
Tech. Committee Chair:	Amy Garbarini, VDRPT
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Regina Moore

TPB SR31-2025
Adopted on February 7, 2025
by the TPB Steering Committee

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

RESOLUTION TO APPROVE THE BALTIMORE/WASHINGTON ATTRIBUTABLE MEMORANDUM OF UNDERSTANDING BY AND BETWEEN THE BALTIMORE REGIONAL TRANSPORTATION BOARD, THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, AND THE MARYLAND DEPARTMENT OF TRANSPORTATION

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

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated 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, as a result of the 2020 decennial census, the U.S. Census Bureau established urban areas (UA), boundaries, and populations, and the UA forms the basis for determining the planning areas for the federally established MPOs; and

WHEREAS, the Governor of Maryland determines the planning areas of MPOs within the state, and the boundaries of the metropolitan planning areas of the BRTB and TPB (within Maryland) are aligned with the jurisdictional boundaries of the counties; and.

WHEREAS, the TPB has been designated as the MPO for the Washington-Arlington-DC-MD-VA Urban Area, the Frederick Urban Area, and the Waldorf Urban Area, and its planning area boundary established to include the counties of Charles, Frederick, Montgomery, and Prince George's in the State of Maryland; and

WHEREAS, a portion of the population within the Washington-Arlington-DC-MD-VA Urban Area and the Frederick Urban Area overlaps with the metropolitan planning area of the Baltimore Regional Transportation Board (BRTB), which is the Baltimore MPO; and

WHEREAS, a total of 9,881 of the combined 2,134,817 (0.46%) people belonging to the TPB planning area UAs are residing in Anne Arundel and Caroll Counties which are within the BRTB's planning area; and

WHEREAS, TPB agrees that BRTB is eligible to receive additional metropolitan planning funds as it would be performing metropolitan planning activities for the additional population within its planning areas of Carroll and Anne Arundel Counties; and

WHEREAS, TPB agrees that effective with the next Federal Highway Administration and Federal Transit Administration acts and based on MDOT's current MPO population distribution formula, 0.46 percent of any funds provided for the purpose of conducting metropolitan planning activities attributable to the Washington-Arlington-DC-MD-VA and Frederick Urban Areas of TPB's planning area should be removed from the TPB MPO funding distribution level and included in the BRTB MPO funding distribution levels.

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

Adopted by the TPB Steering Committee at its meeting on February 7, 2025.

ATTACHMENT 1

BALTIMORE/WASHINGTON ATTRIBUTABLE MEMORANDUM OF UNDERSTANDING BY AND BETWEEN THE BALTIMORE REGIONAL TRANSPORTATION BOARD, THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, AND THE MARYLAND DEPARTMENT OF TRANSPORTATION

This MEMORANDUM OF UNDERSTANDING ("MOU") executed in triplicate and made effective this____ day of _____, 2025, by and among Maryland Department of Transportation, acting for and on behalf of the State of Maryland, hereinafter called "MDOT", the Baltimore Regional Transportation Board, hereinafter called the "BRTB", and the National Capital Region Transportation Planning Board, hereinafter called the "NCRTPB".

WHEREAS, the U.S. Census Bureau, hereinafter called "BUREAU", a division of the United State Department of Commerce, is responsible for determining the population and other statistical information of the Unites States every ten (10) years ("decennial census"); and

WHEREAS, the most recent decennial census was taken in the year 2020; and

WHEREAS, as a result of the 2020 decennial census, the BUREAU established urban areas (UA), boundaries, and populations; and

WHEREAS, the UA forms the basis for determining the planning areas for the federally established Metropolitan Planning Organizations (MPOs), and

WHEREAS, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) provides and distributes Planning and Section 5303 funds to the MPOs to conduct the federally prescribed metropolitan planning activities, based on the BUREAU's population statistics within the planning areas; and

WHEREAS, the BRTB and the NCRTPB are MPOs whose planning area boundaries include several UAs; and

WHEREAS, the boundaries, as determined by the BUREAU using the 2020 Census data, results in a portion of the population within the NCRTPB planning area overlapping with two UAs of BRTB, the Washington-Arlington-DC-MD-VA Urban Area and Frederick Urban Area; and

WHEREAS, the BRTB is responsible for Metropolitan Transportation Planning functions for the two counties that includes a portion of the NCRTPB's UA population, Anne Arundel County and Carroll County; and

WHEREAS, 2,208 people of the Washington-Arlington-DC-MD-VA Urban Area reside in Anne Arundel County, which constitutes 0.11 percent of Maryland's (1,958,361) share of the Washington-Arlington-DC-MD-VA Urban Area population; and

WHEREAS, 7,673 people of the Frederick Urban Area reside in Carroll County, which constitutes 4.35 percent of the Maryland's (176,456) share of the Frederick, MD Urban Area population; and

WHEREAS, a total of 9,881 of the combined 2,134,817 (0.46%) people from the above two UAs belonging to the NCRTPB planning area UAs are residing in Anne Arundel and Caroll Counties which are within the BRTB's planning area; and

WHEREAS, NCRTPB agrees that BRTB is eligible to receive additional metropolitan planning funds as it would be performing metropolitan planning activities for the additional population within its planning areas of Carroll and Anne Arundel Counties; and

WHEREAS, MDOT is responsible for developing the MPO population percentages for the purposes of federal Planning and Section 5303 funding distribution, established in 23 CFR 420.109, MDOT distributes State, FTA, and FHWA money to the MPOs according to the current formula, which was updated in February, 2024; and

WHEREAS, MDOT, BRTB, and NCRTPB agree this MOU will promote the safety, health, and general welfare of the citizens of the State of Maryland; and

NOW THEREFORE, THIS MEMORANDUM OF UNDERSTANDING WITNESSETH: that for and in consideration of One Dollar ($1.00) paid by each party hereto to the other and the mutual covenants and promises between MDOT, BRTB, and NCRTPB the adequacy of which is hereby acknowledged, the MDOT, BRTB, and the NCRTPB hereby agree as follows:

Effective with the next FHWA and Federal Transit Administration acts and based on MDOT's current MPO population distribution formula, 0.46 percent of any funds provided for the purpose of conducting metropolitan planning activities attributable to the Washington-Arlington-DC-MD-VA and Frederick Urban Areas of NCRTPB's planning area will be removed from the NCRTPB MPO funding distribution level and included in the BRTB MPO funding distribution levels.

This Memorandum of Understanding represents the entire agreement of the parties. No promises, terms, conditions, or obligations regarding the parties' agreement exist other than those contained herein or incorporated herein by reference.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the first date written above.

WITNESS

By:_____

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION

By:_____
Secretary

_____
Date

Approved for Form and Legal Sufficiency:

_____

WITNESS

By:_____

NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

By:_____
TPB Chair

_____
Date

Approved for Form and Legal Sufficiency:

_____

WITNESS

By:_____

BALTIMORE REGIONAL
TRANSPORTATION BOARD

By:_____
BRTB Chair

_____
Date

Approved for Form and Legal Sufficiency:

_____

January 31, 2025

The Honorable James Walkinshaw
Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

The Honorable Anthony "Tony" Russell
Chair, Baltimore Regional Transportation Board
Attention: Mr. Todd Lang
1500 Whetstone Way, Suite 300
Baltimore MD 21230

Dear Chair Walkinshaw and Chair Russell:

The Maryland Department of Transportation (MDOT) requests that both the Baltimore Regional Transportation Board (BRTB) and the National Capital Region Transportation Planning Board (TPB) approve and sign the Memorandum of Understanding (MOU) that establishes the responsibility and acceptance of federal planning funds for the census-designated Urban Area (UA) populations within their respective Metropolitan Planning Organization (MPO) that cross into neighboring MPO planning areas.

Under 23 CFR 420.109, MDOT is responsible for developing the MPO population percentages for the purposes of distributing Federal Highway Administration (FHWA) Planning and Federal Transit Administration (FTA) Section 5303 funding to Mayland's six MPOs. MDOT develops the MPO population formula based on the most recent census, and in February 2024, the formula changed to reflect the removal of the air quality multiplier and the disbanding of the Cumberland Area Metropolitan Planning Organization (CAMPO) which fell below the population threshold required for an MPO.

The updated population percentages were generated by Census Urban Area and County population totals. Based on the 2020 Census, 2,208 people from the Washington--Arlington, DC--VA--MD Urban Area reside in Anne Arundel County and 7,673 people from the Frederick, MD Urban Area reside in Carroll County. Both Anne Arundel and Carroll Counties are included in the BRTB MPO planning area. The combined 9,881 people, 0.46% of the total UA populations, and the associated federal planning funds are being transferred from the TPB to BRTB before federal planning funds are distributed to the MPOs.

The table below shows the 2020 Census Urban Area population and percentage amounts for Maryland's MPOs in comparison to the 2010 amounts. These figures were shared with the MPOs, FHWA, and FTA in February 2024, and the 9,881 people transferred to BRTB was already accounted for in their 2,429,571 population total.

	BRTB	TPB	HEPMPO	WILMAPCO	SWMPO	CSMMPO	Total
2020 Population	2,429,571	2,243,537	103,778	47,788	75,754	62,352	4,962,780
2020 MPO Distribution	48.96%	45.21%	2.09%	0.96%	1.53%	1.26%	100.00%
2010 Population	2,430,686	2,050,251	101,406	48,690	73,493	58,875	4,763,401
2010 MPO Distribution	50.95%	42.97%	2.13%	1.02%	1.00%	0.95%	100%

MDOT requests that the TPB and BRTB approve and sign the MOU outlining and establishing these population percentage transfers. We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

Geoffrey Anderson

Geoff Anderson
Chief
Office of Planning, Programming, and Project Delivery (OPPPD)

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT

TPB SR32-2025
Adopted on February 7, 2025
by the TPB Steering Committee

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-55.2 WHICH ADDS FUNDING FOR THE CONGRESSIONAL EARMARK PROJECTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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 TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-55.2 which adds Community Project Funding (CPF) Earmark funds of $280,000 and $70,000 in local funds to add the Frederick and Pennsylvania Rail Trail project as a component of the **Congressional Earmark Projects (T5838)** totaling $350,000, as described in the attached materials; and

WHEREAS, the attached materials include:
ATTACHMENT A) Programming Overview report showing how the record will appear in the TIP following approval,
ATTACHMENT B) Letter from MDOT dated January 24, 2025, requesting the amendment; and

WHEREAS, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-55.2, creating the 55th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, funding for this project group and all sub-component projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-55.2 which adds Community Project Funding (CPF) Earmark funds of $280,000 and $70,000 of local funds to add the Frederick and Pennsylvania Rail Trail project as a component of the **Congressional Earmark Projects (T5838)** totaling $350,000, as described in the attached materials

Adopted by the TPB Steering Committee at its meeting on Friday, February 7, 2025.

T5838 - Congressional Earmark Projects

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Other
County	Frederick
From	-
Agency Project ID	AWCE
Municipality	-
To	-
Completion Date	2026
Total Cost	$350,000
Project Desription	Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit or-ganizations. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County. This project received $280,000 in CPF-Earmark funding in the FY2023 appropriations. These funds are being matched with $70,000 in local funding. This record will be amended at a later time to include the remaining 9 projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, MDOT-SHA is the recipient of and administers these funds on behalf of the local governments.

Phase	Fund Source	Prior	2023	2024	2025	2026	Future	Total
Preliminary Engineering	Earmark - CPF				$70,000	$210,000	-	$280,000
Preliminary Engineering	LOCAL				$17,000	$53,000	-	$70,000
Total Preliminary Engineering				-	$87,000	$263,000	-	$350,000
Total Programmed					$87,000	$263,000	-	$350,000

T5838 Congressional Earmark Projects

Revision: TPB / TIP / TIP 2023 / 23-55.2 (MD)

Last edited: Leonardo Pineda (01/30/2025)

Component Projects

Title	Jurisdiction	Earmark Amount	Earmark Expiration:
Frederick and Pennsylvania Railroad Trail	Frederick	$280,000	2026

MARYLAND DEPARTMENT OF TRANSPORTATION

Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

January 31, 2025

The Honorable James Walkinshaw
Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chair Walkinshaw:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one existing project on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action reactivates the Congressional Earmarks TIP Project and updates the programmed expenditures schedule in FY 2023-2026 of for Congressionally directed funding through SHA who administers the funds on behalf of the local government projects that receive these awards. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County, and future projects and associated funds will be amended in the future. This project is already included in and does not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5838	Congressional Earmarks Projects	$350	Reactivates T5838 and adds new funds for preliminary engineering.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT

MEMORANDUM

TO: OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY (OPPPD) DIRECTOR MICHELLE MARTIN

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) CHIEF TARA PENDERS 1/30/2025

SUBJECT: REQUEST TO AMEND THE FISCAL YEAR (FY) 2023-2026 NATIONAL CAPITAL TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: JANUARY 30, 2025

RESPONSE REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) OPPPD approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests the amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T5838	Congressional Earmarks Projects	PE	$350,000

ANALYSIS

Congressional Earmarks Projects (T5838) – This amendment reflects the reactivation of the congressional earmarks areawide. This amendment reflects the addition of $350,000 in preliminary engineering funds to FY 2023-2026 TPB TIP for TPB T5838. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from $0 to $350,000. This amendment also reflects the change in project status from complete to on-going.

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2025-2030 Consolidated Transportation Program (https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27) and FY 2022-2025 Maryland STIP (https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. David Schlie, at 410-545-5674 or dschlie@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T5838 report
- FY 2022-2025 Maryland STIP project TPB 5838 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Mr. Erich Florence, Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. David Schlie, Regional Planner, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA

MARYLAND STATEWIDE TIP FY 2022-2025

TPB T5838

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	Total
Congresional Earmarks Projects *(TPB T5838)*	B	Nonattainment	N/A	$ -	$ -	$ -
	Administration	**Area/MPO**	**CTP Page**	**Net Funding Change (000s) Federal**	**State/Local**	**Total**
	SHA	TPB	N/A	$ -	$ 87	$ 87

Description: Congressional earmarks are non-SHA projects that receive federal funding through Congressonal action. Since these earmarks are granted via a transportation spending bill, SHA administers these funds. The match amoutns, which vary percentage-wise project by project, are provided by the project sponsors. Projects may also recieve other federal funds including TAP, CRP, NHPP, STBG, and HSIP in addition to congressional earmark funding.

Justification: Project funding flows included in the FY 2023-2026 TIP are determined based on current schedules for projects utilitizing congressional earmark funding and an estimate of planned projects within TPB MPO boundaries.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
Current (000s)	**Total**	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -
	State/Local	$ -	$ -	$ -	$ -	$ -
Proposed (000s)	**Total**	$ -	$ -	$ -	$ 87	$ 87
	Federal	$ -	$ -	$ -	$ -	$ -
	State/Local	$ -	$ -	$ -	$ 87	$ 87
Change (000s)	**Total**	$ -	$ -	$ -	$ 87	$ 87
	Federal	$ -	$ -	$ -	$ -	$ -
	State/Local	$ -	$ -	$ -	$ 87	$ 87

PHASE DETAIL

Current

Phase	Funding	FY 2022 Federal	FY 2022 State/Local	FY 2023 Federal	FY 2023 State/Local	FY 2024 Federal	FY 2024 State/Local	FY 2025 Federal	FY 2025 State/Local	TOTAL Federal	TOTAL State/Local	TOTAL Total
PE	*Earmark - CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CRP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*Federal*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*Federal*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*Earmark - CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CRP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Proposed

Phase	Funding	FY 2022 Federal	FY 2022 State/Local	FY 2023 Federal	FY 2023 State/Local	FY 2024 Federal	FY 2024 State/Local	FY 2025 Federal	FY 2025 State/Local	TOTAL Federal	TOTAL State/Local	TOTAL Total
PE	*Earmark - CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 70	$ -	$ 70	$ 70
	CRP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*Federal*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*Federal*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*Earmark - CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CRP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 17	$ -	$ 17	$ 17
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 87**	**$ -**	**$ 87**	**$ 87**

Change

Phase	Funding	FY 2022 Federal	FY 2022 State/Local	FY 2023 Federal	FY 2023 State/Local	FY 2024 Federal	FY 2024 State/Local	FY 2025 Federal	FY 2025 State/Local	TOTAL Federal	TOTAL State/Local	TOTAL Total
PE	*Earmark - CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 70	$ -	$ 70	$ 70
	CRP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*Federal*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
UT	*Federal*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*Earmark - CPF*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CRP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	TAP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	NHPP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STBG	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	HSIP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	State	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Local	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 17	$ -	$ 17	$ 17
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 87**	**$ -**	**$ 87**	**$ 87**

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		**Total Project Cost**	
Federal	$ -	Federal	$ -	Federal	$ 210	Federal	$ 210
State/Local	$ -	State/Local	$ 87	State/Local	$ 53	State/Local	$ 140
Total	**$ -**	**Total**	**$ 87**	**Total**	**$ -**	**Total**	**$ 350**

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: February 13, 2025

The attached letters were sent/received since the last TPB meeting.

National Capital Region
Transportation Planning Board

January 22, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2024-2025 PROTECT Program Grant Application by the City of Manassas, Virginia for the City Flood Hazard Assessment Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by City of Manassas, Virginia for a planning grant under the FY 2024-2025 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program for the City's Flood Hazard Assessment Project.

The grant funding will be used to conduct a citywide flood resilience assessment to identify areas vulnerable to both rainfall-driven and river-related flooding under current and future climate conditions. The project will build off existing watershed studies and vulnerability assessments to identify community flood risks and develop flood mitigation and resilience strategies such as nature-based infrastructure such as rain gardens or traditional approaches such as improved drainage systems. The vulnerability assessment will result in a prioritization framework and a decision-support tool to guide comprehensive planning and the City's capital improvement planning process. A map-based dashboard will help communicate plans to the public.

In 2020, the TPB adopted the goal of making the region's transportation system significantly resilient by 2030. The TPB's Transportation Resilience Improvement Plan (TRIP) serves as a regional resource that describes key regional transportation asset vulnerabilities and identifies priority resilience investments, and this project is both consistent with the TPB's regional resilience goals for 2030 and has been identified as a priority resilience investment in the TRIP. This grant would advance the region's long-term transportation priorities in accordance with our Visualize 2045 long-range transportation plan.

The TPB requests your favorable consideration of this request by the City of Manassas. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

James Walkinshaw
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Douglas Keen, Interim City Manager, City of Manassas

National Capital Region
Transportation Planning Board

January 22, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2024-2025 PROTECT Program Grant Application by Virginia Railway Express (VRE) and Virginia Passenger Rail Authority (VPRA) for the Protecting Virginia's Rail Transformation Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a joint application by VRE and VPRA for a Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program grant for the Protecting Virginia's Rail Transformation Project.

The VRE and VPRA seek funding for a comprehensive study on the risks to railroad infrastructure in VRE's operating territory posed by excessive heat, inland flooding, and other adverse weather events. This study will guide VRE and VPRA efforts to develop specific resiliency projects for the rail network and position the organizations for future implementation of critical infrastructure improvements to protect billions of dollars in existing and programmed future rail network investments from heat impacts, flooding, and extreme weather events.

In 2020, the TPB adopted the goal of making the region's transportation system significantly resilient by 2030. The TPB's Transportation Resilience Improvement Plan (TRIP) serves as a regional resource that describes key regional transportation asset vulnerabilities and identifies priority resilience investments, and this project is both consistent with the TPB's regional resilience goals for 2030 and has been identified as a priority resilience investment in the TRIP. This grant would advance the region's long-term transportation priorities in accordance with our Visualize 2045 long-range transportation plan.

The TPB requests your favorable consideration of this request by VRE and VPRA. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

James Walkinshaw
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Rich Dalton, CEO, Virginia Railway Express
Mr. DJ Stadtler, Executive Director, Virginia Passenger Rail Authority

National Capital Region
Transportation Planning Board

January 22, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re FY 2025 BUILD Grant Program Grant Application by the District Department of Transportation for the 11th Street Corridor and I-695 Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a grant application by the District Department of Transportation (DDOT) under the FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant Program to advance the 11th Street Southeast (SE) Corridor and I-695 Improvement Project.

The project will provide vital safety upgrades on a heavily trafficked corridor in Ward 6, a historically underserved portion of the District of Columbia. By adding access to multimodal transportation options and improving the safety of traffic movements in the area, the project will facilitate access to economic and educational opportunities. Both objectives will support neighborhood vibrancy and the advancement of economic growth. This project will also improve connectivity to other major infrastructure investments in the broader area, providing a direct connection to the 11th Street SE Bridge Park, a new park and crossing of the Anacostia River between the project area and Ward 8, planned for construction in 2025. The improved I-695 ramp will increase safety and accessibility to the planned development at the former Robert F. Kennedy stadium site.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long supported investment in safety improvements and in pedestrian and bicycling infrastructure to provide a broad range of transportation choices for our region.

The TPB requests your favorable consideration of this request by the District of Columbia Department of Transportation. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

James Walkinshaw
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation

National Capital Region
Transportation Planning Board

January 29, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2025 BUILD Program Grant Application for Route 123 – Old Bridge Road Intersection Improvements by Prince William County, Virginia

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County for a FY 2025 Better Utilizing Investments to Leverage Development (BUILD) Grant Program grant to improve the intersection of Route 123 and Old Bridge Road.

The grant will be used to fund a grade separated flyover ramp from northbound Route 123 to westbound Old Bridge Road. This grade separation intersection improvement will significantly improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. Design work has advanced through local funding for this important project, which will further key shared state and federal transportation goals including safer and better multimodal transportation options by improving travel time reliability for local and commuter bus routes and constructing pedestrian and bicycle facilities, in addition to improving operations for vehicles.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

The TPB requests your favorable consideration of this request by Prince William County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the project and grant funding.

Sincerely,

James Walkinshaw
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: February 13, 2025

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.

National Capital Region
Transportation Planning Board

Application Period Now Open for TLC and Roadway Safety Programs

The application period is now open for the TPB's two flagship technical assistance programs — the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). As in the past, applicants will be able to fill out one joint application to apply for either or both programs.

The deadline for applications is March 7, 2025.

For more information, and to submit an online application, go to:

- TLC: www.mwcog.org/tlc
- RRSP: www.mwcog.org/rrsp

Solicitation Schedule for FY 2026

- Application period opens: January 6, 2025
- Abstracts due: January 22, 2025
- Applications due: March 7, 2025
- Panel recommendations: March-April, 2025
- TPB approves projects: April-May, 2025
- Consultant selection: June-July, 2025
- Contracting process: August 2025
- Project kick-off meetings: Fall 2025

Application Process

Any local jurisdiction in the National Capital Region that is a member of the Transportation Planning Board is eligible to apply for either or both programs. Projects are eligible to receive up to $80,000 in assistance for planning projects and up to $100,000 for design. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2026 application period is open between January 6 and March 7, 2025. Potential applicants may also submit an optional abstract by January 22, 2025. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

For each program, a panel of industry experts and COG/TPB staff will review the application submissions and recommend projects to the TPB for funding. The panels' recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is scheduled to approve the applications for the two programs in April and/or May.

FY 2026 projects will begin in fall 2025 and must be completed by June 30, 2026.

TLC Program

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive up to $80,000 in technical assistance for planning projects and up to $100,000 for design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. The TPB is particularly interested in applications that support walking and biking improvements in high-capacity transit areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EEAs).

Regional Roadway Safety Program

The Regional Roadway Safety Program (RRSP) provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive up to $80,000 in technical assistance for planning and up to $100,000 for design projects.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program

- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for Equity Emphasis Areas (EEAs), improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

About the TPB

The TPB is the federally designated metropolitan planning organization for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

Questions?

For more information:

- Victoria Caudullo (vcaudullo@mwcog.org)
- Janie Nham (jnham@mwcog.org)
- John Swanson (jswanson@mwcog.org)

Or visit our website at www.mwcog.org.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: William Bacon and John Swanson Retirement
DATE: February 13, 2025

Bill Bacon came to COG 25 years ago from the Virginia Department of Transportation. Over the years, Bill has worked at a variety of tasks in COG's Department of Transportation Planning. He has done everything from supervising crews of drivers, doing travel time surveys (starting at 4 A.M.!), to assisting with the air passenger surveys, to developing critical inputs for the region's travel demand forecasting model. Bill has always taken whatever task was assigned to him and then quietly gotten the job done.

Here in the COG offices, Bill is the first person to greet new staff and make them feel welcome. His office, located for years across from the coffee pantry, has been a place for raucous debates about the merits of various sports teams and the fairness of recent calls by sports referees. It also is a place for quiet conversation, perhaps in support of a friend who just got bad news. As one of the first to arrive in the morning and one of the last to leave in the evening, Bill has always made time to help out.

Bill recently announced his intention to retire from COG. His last day will be in early March. We would like to thank Bill for decades of dedication and dependable "behind the scenes" work. We will miss his solid support and his friendly presence, and we wish him a long and happy retirement.

John Swanson came to COG 25 years ago and has really been the backbone of the DTP Coordination Team ever since! John is probably the best author to come through the COG doors. His writing and technical professionalism has been a core part of every major production of the TPB's long range transportation plan and all of our publications, newsletters, and communications since the year 2000, up until a few years ago. In 2018, we had a gap, and he shifted focus and time to lead the Transportation Land Use Connections (TLC) and Transportation Alternatives Set Aside (TAP) Programs and all of the work that goes into managing up to 20 projects at a time per year. This likely was not too difficult for him, as he was a leader in setting up both of those programs and managing the staff that directly worked on them in the first place! He has also been instrumental in every single public outreach activity undertaken by the TPB, and these events occur on an annual basis. He led, managed staff, and supported the Community Advisory Committee throughout his entire career. He created, managed, or led every single one of the 19

Community Leadership Institute sessions that have been held. He has a true talent for nurturing interns, all of whom have been extremely successful following their tenure at COG. He was also the brains and leadership behind the Transit Access Focus Areas, which are a subset of the COG High Capacity Transit Station areas that are a key priority in *Region United*, COG's Metropolitan Washington Planning Framework for 2030. And all of this is just a snapshot of the value he brought to TPB, COG, and the region as a whole!

John's last day will be February 28. What will we do without John? While we will miss him, I am certain that his legacy will live on the in the programs he helped create (TLC, TAP, CLI, CAC, TAFAs, TWR, etc). Happy retirement John!

ITEM 7 – Action
February 19, 2025

Approval of final 2025 Transit Asset Management Targets

Action: Adopt Resolution R8-2025 to approve Transit Asset Management Targets

Background: The board will be briefed on the federal requirements for setting transit asset management targets by metropolitan planning organizations and a draft set of 2025 transit asset management targets for the National Capital Region will be presented. The board will be asked to approve final 2025 transit asset management targets.

TPB R8-2025
February 19, 2025

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

RESOLUTION TO ADOPT TRANSIT ASSET MANAGEMENT TARGETS FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, 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, the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set annual transit asset management targets; and

WHEREAS, MPOs are not required to report its performance targets annually, but must include them as part of an updated metropolitan transportation plan (MTP), or new transportation improvement plan (TIP), both of which TPB expects to release new and updated editions of later in calendar year 2025; and

WHEREAS, MPOs may opt to maintain existing performance targets or change them when updating their MTP or TIP, and the FTA describes as a best practice keeping up communication with State DOTs and transit agencies in order to ensure that targets are aligned; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the National Capital Region have developed information and targets toward compliance with the law and regulation and have communicated their most recent annual targets for transit asset management to the TPB; and

WHEREAS, the transit agencies or jurisdictions operating public transportation coordinated with TPB staff on a method for development of regional targets, and a set of performance targets for each asset class was developed based on the targets provided by each transit operator; and

WHEREAS, these transit asset management targets have been reviewed by the Regional Public Transportation Subcommittee and the TPB Technical Committee.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of targets for the region's transit assets, as described below and in the attached materials.

REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT – FY25
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Revenue Vehicles **Performance Measure Asset Class**	**Regional Assets Total**	**Regional Target of revenue vehicles that have met or exceeded ULB**
AB- Articulated bus	97	0.2%
AO- Auto	227	0.0%
BR- Over-the-road bus	270	9.6%
BU- Bus	2593	10.3%
CU- Cutaway bus	134	25.7%
HR- Heavy rail passenger car	1206	6.0%
LR- Light rail vehicle	6	0.0%
MV- Minivan	286	1.7%
RL- Commuter rail locomotive	68	0.0%
RP- Commuter rail passenger coach	286	9.6%
SV- Sport utility vehicle	4	0.0%
VN- Van	558	31.2%
Revenue Vehicle Totals	*5735*	

Service Vehicles **Performance Measure Asset Class**	**Regional Assets Total**	**Regional Target of service vehicles that have met or exceeded ULB**
Automobiles	183	54.2%
Trucks and other Rubber Tire Vehicles	1372	31.5%
Steel Wheel Vehicles	84	42.0%
Service Vehicle Totals	*1639*	

Track Segments, Signals, and Systems **Performance Measure Asset Class**	**Regional Assets Total (*miles*)**	**Regional Target of tracks that have performance restrictions**
CR - Commuter Rail	3.2	0.0%
HR - Heavy Rail	262.5	3.5%
SR - Streetcar Rail	5.6	5.0%
Track Segments Totals	*271.3*	

Admin., Maintenance, and Passenger Facilities **Performance Measure Asset Class**	**Regional Assets Total**	**Regional Target of facilities that are below TERM Grade 3 condition**
Passenger Facilities	150	2.1%
Passenger Parking Facilities	122	2.0%
Maintenance Facilities	120	1.2%
Administrative Facilities	73	1.1%
Facility Totals	*465*	

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Pierre Gaunaurd, TPB Transportation Planner
SUBJECT: Regional Transit Asset Management (TAM) Targets for FY25
DATE: February 13, 2025

This memorandum provides background on the purpose of **Agenda Item #7 - Performance-Based Planning and Programming: FY25 Regional Transit Asset Management Targets**, TPB's target-setting history, and insight into methodology used.

BACKGROUND AND PURPOSE

As part of the performance-based planning and programming (PBPP) target-setting requirements under federal surface transportation regulations, each provider of public transportation (e.g., transit agency) is required to adopt targets annually for the performance of their transit assets. This requirement applies to any agency or parent jurisdiction receiving federal transit funds as a recipient or sub-recipient, includes all assets used in the provision of public transportation, with or without federal funds, and applies to transit assets for which the agency or jurisdiction has direct capital responsibility. Providers submit their targets, performance against past targets, and a narrative report on targets and performance to the Federal Transit Administration (FTA) as part of the annual National Transit Database (NTD) data submission.

Metropolitan planning organizations (MPOs) are required to adopt regional TAM targets for providers in their metropolitan planning area. Under FTA planning guidance, an MPO may update its TAM targets when adopting a new Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP) but is not required to revise them. Also, MPOs are not required to set annual performance targets or submit their targets to the FTA like transit agencies. Applicable guidance from the FTA is repeated below.

> "The MPO does not send its established TAM targets to FTA for review and approval. However, through the certification review of MPOs in the transportation management areas undertaken every four years, FHWA and FTA will review whether the MPO is implementing a performance-based planning process that is consistent with the FHWA-FTA Final Rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning) and the Transit Asset Management Final Rule.
>
> This review will focus on the development and implementation of written procedures by the MPO in coordination with the transit agencies that provide service in its metropolitan planning area and the state DOTs. With respect to the performance-based planning requirements, the review will examine whether the MPO's metropolitan planning process integrates (directly or by reference) the goals, objectives, performance measures, and targets described in the Transit Asset Management Plan, and that the system performance report measures progress toward achieving

selected targets with each update of the MTP and whether the TIP includes a description of how the program of projects contributes to achieving the MPO's performance targets in the MTP, linking investment priorities to those targets."[1]

REGIONAL TAM TARGET SETTING AT TPB

The TPB has adopted regional TAM targets four times to date, initially in June 2017, and then in February 2019, February 2020, and March 2022. The February 2020 cycle enabled inclusion of the TAM targets in the FY 2021-2024 TIP approved in March 2020.

Approval of the regional FY25 TAM targets in February 2025 will enable inclusion of the new TAM targets in the upcoming Visualize 2050 MTP and the FY 2026-2029 TIP.

UNIQUE CONSIDERATIONS AND METHODOLOGY FOR MDOT MTA COMMUTER BUS AND RAIL ASSET INVENTORIES

With respect to the Maryland Transit Administration's (MTA) assets reported to the NTD, it is difficult ascertaining which revenue and service vehicles relate specifically to either the commuter bus or commuter rail services and are in, or are limited to service within, the TPB area. MTA has not been able to supply updated inventory forms as they were with their performance targets at the time of this memorandum. Due to the difficulty parsing out the assignment details for various asset classes, TPB staff have adopted the following methodology for deciding what known MTA assets to include in the regional inventory, with updates planned if additional data received before February 19:

a) TPB staff have relied on the data reported by MTA to the NTD for 2023,

b) All of the commuter bus and commuter rail revenue vehicles reported to NTD for 2023 are included in the regional asset total because without more information, we assume that these vehicles are flexible and may be used in the TPB region at any time,

c) Service vehicles listed in the 2023 NTD vehicles inventory will not be included because TPB staff have no information regarding the location of these vehicles and the presumption is that the vast majority of these are located outside the national capital region (NCR),

d) MTA's total commuter track mileage will be listed as 3.2 miles for the guideway infrastructure asset category because MTA has direct capital responsibility for the MARC system's Frederick Line (within the NCR), but it is unknown how much of the 20+ miles of track MTA has shared capital responsibility over are within the TPB region; and

e) Passenger, parking, administrative, and maintenance facilities were accounted for using data from the 2019 MARC Cornerstone plan: 21 passenger facilities in the NCR were assumed to be in MARC's direct capital responsibility except Union Station, Rockville, and New Carrollton (Amtrak stops), 17 passenger parking facilities (all MARC stations in the NCR not co-located with a Metro or Amtrak stop), and 3 maintenance yards in the NCR (Brunswick, Frederick, and D.C. Wedge Yards) without additional data on individual structures existing at each.

[1] https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-responsibilities#ref2

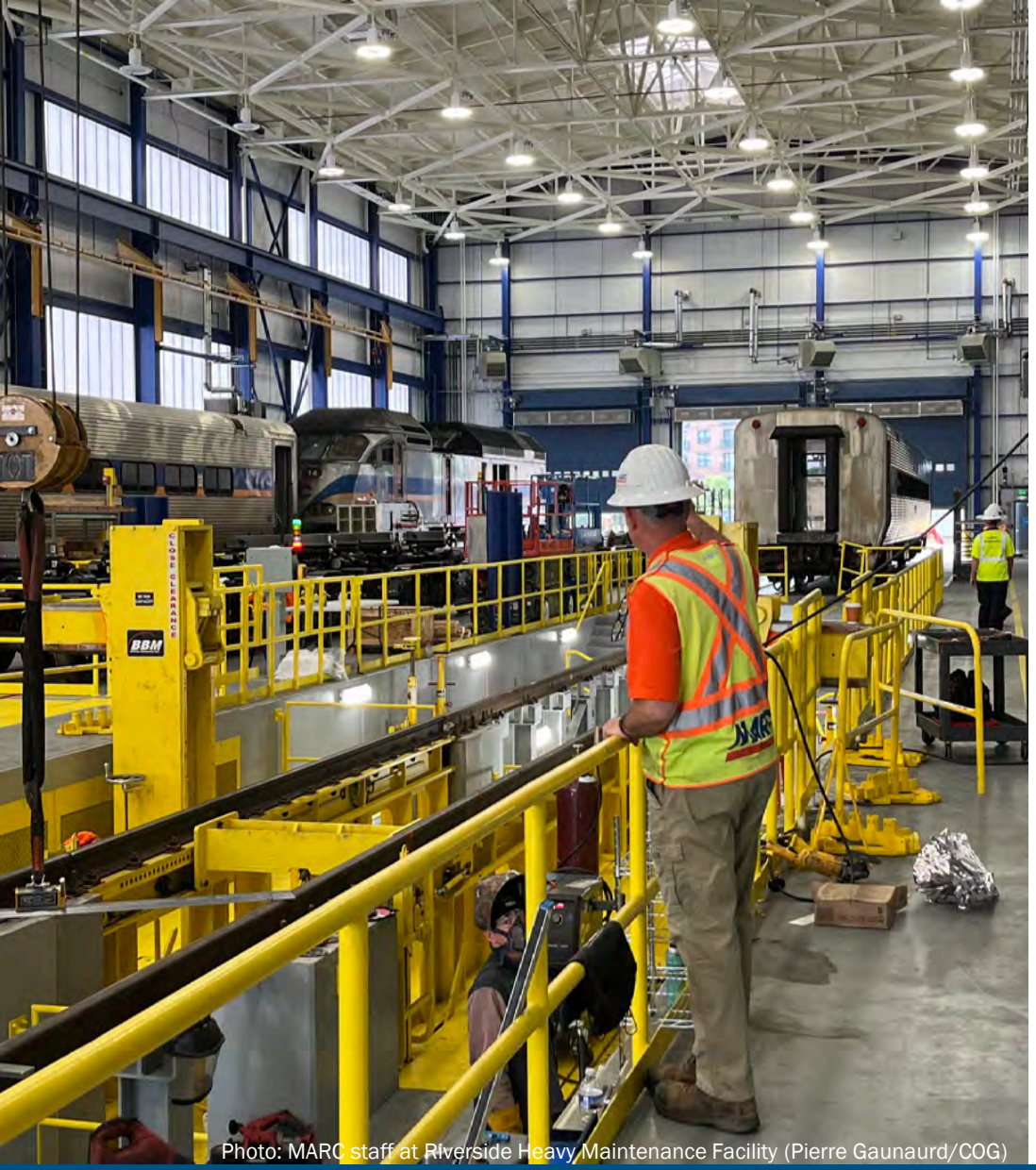


Photo: MARC staff at Riverside Heavy Maintenance Facility (Pierre Gaunaurd/COG)

FY25 REGIONAL TRANSIT ASSET MANAGEMENT TARGETS

Performance Based Planning and Programming (PBPP)

Pierre Gaunaurd
TPB Transportation Planner

Transportation Planning Board
February 19, 2025

Committee Briefing Update

- Presented draft TAM targets to:
  - the TPB Regional Public Transportation Subcommittee on January 28, and
  - the TPB Technical Committee on February 7
- Neither group had additional feedback

Transit Asset Management Targets

Regional

FY25 Regional TAM Targets (1)

Revenue Vehicles Performance Measure Asset Class	Regional Assets Total	Regional Target of revenue vehicles that have met or exceeded ULB
AB- Articulated bus	97	0.2%
AO- Auto	227	0.0%
BR- Over-the-road bus	270	9.6%
BU- Bus	2593	10.3%
CU- Cutaway bus	134	25.7%
HR- Heavy rail passenger car	1206	6.0%
LR- Light rail vehicle	6	0.0%
MV- Minivan	286	1.7%
RL- Commuter rail locomotive	68	0.0%
RP- Commuter rail passenger coach	286	9.6%
SV- Sport utility vehicle	4	0.0%
VN- Van	558	31.2%
Revenue Vehicle Totals	*5735*	

Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal

FY25 Regional TAM Targets (2)

Service Vehicles Performance Measure Asset Class	Regional Assets Total	Regional Target of service vehicles that have met or exceeded ULB
Automobiles	183	54.2%
Trucks and other Rubber Tire Vehicles	1372	31.5%
Steel Wheel Vehicles	84	42.0%
Service Vehicle Totals	*1639*	

Track Segments, Signals, and Systems Performance Measure Asset Class	Regional Assets Total (*miles*)	Regional Target of tracks that have performance restrictions
CR - Commuter Rail	3.2	0.0%
HR - Heavy Rail	262.5	3.5%
SR - Streetcar Rail	5.6	5.0%
Track Segments Totals	*271.3*	

Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal

FY25 Regional TAM Targets (3)

Admin., Maintenance, and Passenger Facilities Performance Measure Asset Class	Regional Assets Total	Regional Target of facilities that are below TERM Grade 3 condition
Passenger Facilities	150	2.1%
Passenger Parking Facilities	122	2.0%
Maintenance Facilities	120	1.2%
Administrative Facilities	73	1.1%
Facility Totals	*465*	

Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal

Next Steps

- Include adopted FY25 regional TAM targets in Visualize 2050 and the FY 2026-2029 TIP

Photo: Entrance to the new Arlington Transit Operations and Maintenance Facility (Pierre Gaunaurd/COG)

Pierre Gaunaurd
TPB Transportation Planner
(202) 962-3761
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777 North Capitol Street NE, Suite 300
Washington, DC 20002

National Capital Region
Transportation Planning Board

ITEM 8 – Information
February 19, 2025

Briefing on the Draft FY 2026 Unified Planning Work Program

Background: The board will be briefed on the draft UPWP for FY 2026 (July 1, 2025 through June 30, 2026). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. The board will be asked to approve the FY 2026 UPWP at its March 19 meeting. This presentation will focus on new activities and projects.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: National Capital Region Transportation Planning Board

FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director

SUBJECT: Draft FY 2025 Unified Planning Work Program (UPWP) Amendments to Budgets and Work Activities, Including 'Carryover' Amounts

DATE: February 13, 2025

The Board will be asked to amend the FY 2025 Unified Planning Work Program (UPWP) at its March 19, 2025, meeting, to remove certain work activities and associated funding amounts and to approve "carrying over" this funding into the draft FY 2026 UPWP.

The amendment to remove work activities and funding reflects staff's determination that the work activities will not be completed in the remaining months of FY 2025 (between now and June 30, 2025). Two independent actions will occur: 1) the FY 2025 UPWP will be amended to remove some subtasks and associated funding, and 2) these subtasks and associated funding will be "carried over" into the FY 2026 UPWP. The two actions are contingent upon each other, so either both occur or neither occurs.

This memorandum identifies the revisions to the specific work activities and changes to the budget amounts in the FY 2025 UPWP that are to be "carried over" into the new FY 2026 UPWP. The projects and funding are already included in the Draft FY 2026 UPWP that is out for review. The proposed amendment and "carry over" funding and activities were reviewed by the state funding and oversight agencies: the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT).

SUMMARY OF BUDGET REVISIONS

Staff recommends that the current FY 2025 UPWP be amended to reduce the total budget for the basic UPWP by $1,800,000 to reflect work activities that are not anticipated to be completed during the remaining part of fiscal year ending June 30, 2025, OR work activities being deferred. Staff recommends this amount and work activities be "carried over" to the FY 2026 UPWP to support continued work on these activities and other activities planned for FY 2026. The proposed FY 2025 UPWP amended budget amounts and distribution are listed in Tables 1, 2, and 3 which will be attached to this memo for the approval.

CHANGES TO FY 2025 UPWP ACTIVITIES AND BUDGETS

The $1,800,000 recommended reduction in budget would be in the core program's work activity budget and the combined Technical Assistance program budget. These amounts will be carried over to the FY 2025 UPWP core program and Technical Assistance.

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The breakdown of the funds within the core program recommended to be carried over is as follows:

1. Task 1 – Long Range Plan: Carry over a total of $100,000 in funding, budgeted for consultant services. The zero-based budgeting effort has been more labor intensive than anticipated,

2. Task 3 – Planning Elements: Carry over a total of $100,000 in funding, budgeted for consultant services (Freight Planning) to begin work on an update of the National Capital Region Freight Plan, which was deferred due to the change in the long-range plan schedule.

3. Task 4 – Public Participation: Carry over a total of $100,000 in funding, budgeted for consultant services. Will conduct a Community Leadership Institute session and plan outreach in FY 2026, as the Visualize 2045 schedule change delayed these activities.

4. Task 7 – Transportation Research and Data Programs: Carry over $1,500,000 in funding budgeted for consultant services to support consultant services for conducting travel surveys, data collection and management, and transportation research activities during FY 2026.

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ADOPTED 3/21/2024
AMENDED JULY 17, 2024
CORRECTED 7/23/2024

Draft - to be Amended 3/19/2025

TABLE 1
REVENUE ESTIMATES FOR FY 2025 UPWP - AMENDED

	FTA SEC 5303 80% FED & 20% STATE AND LOCAL	FHWA PL FUNDS 80% FED & 20% STATE AND LOCAL	FHWA SAFE AND ACCESSIBLE TRANSP. OPTIONS SET-ASIDE1	OTHER CASP (FAA: 90/10) FHWA (SPR:80/20)	TOTALS
DISTRICT OF COLUMBIA - ALLOCATIONS					
NEW FY 2025	~~$887,121~~	~~$2,968,903~~	$76,126	-	~~$3,932,150~~
	$806,703	$2,659,563			$3,542,392
PRIOR UNEXPENDED3	$171,719	$957,288	$0	-	$1,129,007
FY 2024 CARRYOVER4	$124,907	$473,379	$0		$598,285
SUBTOTAL - D.C	**$1,183,747**	**$4,399,570**	**$76,126**	**-**	~~$5,659,442~~
					$5,269,684
MARYLAND - ALLOCATIONS					
NEW FY 2025	~~$2,011,314~~	~~$5,378,304~~	$135,050	-	~~$7,524,668~~
	$1,806,988	$4,818,211			$6,760,249
PRIOR UNEXPENDED3	$411,163	$1,060,952	$0	-	$1,472,115
FY 2024 CARRYOVER4	$371,993	$873,804	$0		$1,245,798
SUBTOTAL - MD	**$2,794,470**	**$7,313,060**	**$135,050**	**-**	~~$10,242,580~~
VIRGINIA - ALLOCATIONS					***$9,478,161***
NEW FY 2025	~~$1,773,742~~	~~$4,468,922~~	$114,588		~~$6,357,252~~
	$1,593,550	$4,003,290			$5,711,428
PRIOR UNEXPENDED3	$318,253	$810,984	$0	-	$1,129,237
FY 2024 CARRYOVER4	$379,416	$908,502	$0		$1,287,917
SUBTOTAL - VA	**~~$2,471,411~~**	**~~$6,188,408~~**	**$114,588**	**-**	~~$8,774,406~~
TOTAL FUNDING ALLOCATIONS					***$8,128,582***
NEW FY 2025	~~$4,672,177~~	~~$12,816,129~~	$325,763	-	~~$17,814,070~~
	$4,207,241	$11,481,064			***$16,014,069***
SUB-TOTAL PRIOR UNEXPENDED	$901,135	$2,829,224	$0	-	$3,730,359
FY 2024 CARRYOVER4	$876,316	$2,255,684	$0		$3,132,000
	$5,984,692	***$16,565,973***			***$22,876,428***
TOTAL BASIC UPWP	~~$6,449,628~~	~~$17,901,038~~	**$325,763**	**-**	~~$24,676,428~~
OTHER TPB PROGRAMS					
Continuous Airport Sys. Plann. (CASP)		-		$320,100	$320,100
State Planning & Research (SPR)	-	-		$248,000	$248,000
	$5,984,692	$16,565,973			$23,444,528
GRAND TOTAL UPWP	~~$6,449,628~~	~~$17,901,038~~		**$568,100**	~~$25,244,528~~

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 FY2025" funding amounts are yet to be confirmed by the DOTs and are likely to change. Additionally the amounts reflects updates to the statewide MPO funding distribution formula that is being revised by MDOT, VDOT and VDRPT a this time.

3. "Prior Unexpended" funding amounts are from FY 2023 UPWP and are yet to be confirmed by funding agencies and may change.

4. "Carryover FY2024 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2024 UPWP, that are not anticipated to be spent in FY 2024. As such, these funds will be carried over from FY 2024 to be used to perform Core program and Tech. Assistance activities in FY 2025.

ADOPTED 3/21/2024
AMENDED JULY 17, 2024
CORRECTED 7/23/2024

TABLE 2
EXPENDITURE ESTIMATES FOR FY 2025 UPWP - AMENDED DRAFT

Draft - to be Amended 3/19/2025

WORK ACTIVITY	FY 2025TOTAL COST ESTIMATE
UPWP CORE PROGRAMS	
1. Long-Range Transportation Planning	$1,676,607
2. Transportation Improvement Program	$611,724
3. Planning Elements	$3,539,007
4. Public Participation	$767,523
5. Travel Forecasting	$3,540,239
6. Mobile Emissions Planning	$3,287,882
7. Transportation Research and Data Programs	$3,803,709
8. Regional Land Use and Transportation Planning Coordination	$1,144,173
9. Mobility Enhancement Programs (EM, TLC, TAP, RSP)	$1,190,324
10. TPB Support and Management	$1,628,297
Sub-total: Core Program	$21,189,485
UPWP TECHNICAL ASSISTANCE PROGRAM	
A. District of Columbia	$296,890
B. Maryland	$537,830
C. Virginia	$446,892
D. Public Transportation (D.C./MD/VA Combined)	$405,331
Sub-total: Technical Assistance Program	**$1,686,944**
Total - Basic U P W P	$22,876,428
OTHER TPB PROGRAMS	
1. Continuous Airport System Planning (CASP) 1	$320,100
2. State Planning and Research Program (For DDOT) 2	$248,000
GRAND TOTAL UPWP	$23,444,528

1. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning. as part of 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.

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TABLE 3 TPB FY 2025 UPWP BUDGET BY WORK PROGRAM ACTIVITY AND EXPENDITURE CATEGORY - AMENDED DRAFT

ADOPTED 3/21/2024 CORRECTED 7/23/2024

AMENDED JULY 17, 2024

DRAFT - to be Amended 3/19/2025

	COG Labor Cost		Total	COG Labor	Supplemental Labor		Total Labor	Total	Direct Costs (Implementation)			Total Prgrm.	Grand
	DTP	Other	COG	Fringe			&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	$642,265	$0	$642,265	$143,803	$0	$0	$786,068	$453,640	$5,000	$425,000	$6,900	$436,900	$1,676,607
2. Transportation Improvement Program	$186,883	$0	$186,883	$41,843	$0	$0	$228,726	$131,998	$250,000	$0	$1,000	$251,000	$611,724
3. Planning Elements	$1,272,780	$38,148	$1,310,929	$293,517	$0	$0	$1,604,446	$925,926	$8,750	$900,000	$99,886	$1,008,636	$3,539,007
4. Public Participation	$332,320	$0	$332,320	$74,407	$0	$0	$406,727	$234,722	$2,000	$24,074	$100,000	$126,074	$767,523
5. Travel Forecasting	$1,212,425	$0	$1,212,425	$271,462	$0	$0	$1,483,887	$856,351	$517,000	$555,000	$128,000	$1,200,000	$3,540,239
6. Mobile Emissions &Climate Ch. Planning	$1,249,767	$109,904	$1,359,671	$304,430	$0	$0	$1,664,102	$960,353	$108,000	$436,427	$119,000	$663,427	$3,287,882
7. Transportation Research and Data Programs	$1,035,554	$0	$1,035,554	$231,860	$0	$0	$1,267,414	$731,425	$915,000	$839,870	$50,000	$1,804,870	$3,803,709
8. Regional Land Use and Transportation													
Planning Coordination	$173,360	$289,891	$463,251	$103,722	$0	$0	$566,973	$327,200	$75,000	$100,000	$75,000	$250,000	$1,144,173
9. Mobility Enhancement Programs	$326,413	$0	$326,413	$73,084	$48,682	$0	$448,179	$258,644	$1,000	$480,000	$2,500	$483,500	$1,190,324
10. TPB Support and Management	$529,388	$0	$529,388	$118,530	$20,000	$0	$667,918	$385,456	$2,500	$317,423	$255,000	$574,923	$1,628,297
UPWP Core Program Total	$6,961,156	$437,944	$7,399,100	$1,656,658	$68,682	$0	$9,124,440	$5,265,714	$1,884,250	$4,077,794	$837,286	$6,799,330	$21,189,485
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	$7,531	$0	$7,531	$1,686	$0	$0	$9,218	$5,319	$0	$40,000	$242,353	$282,353	$296,890
B. Maryland	$7,531	$0	$7,531	$1,686	$0	$0	$9,218	$5,319	$0	$495,000	$28,293	$523,293	$537,830
C. Virginia	$7,531	$0	$7,531	$1,686	$0	$0	$9,218	$5,319	$0	$370,000	$62,355	$432,355	$446,892
D. Public Transportation	$7,531	$0	$7,531	$1,686	$0	$0	$9,218	$5,319	$0	$250,000	$140,794	$390,794	$405,331
Technical Assistance Program Total	$30,125	$0	$30,125	$6,745	$0	$0	$36,870	$21,278	$0	$1,155,000	$473,795	$1,628,795	$1,686,944
Total Basic Program	$6,991,281	$437,944	$7,429,225	$1,663,403	$68,682	$0	$9,161,311	$5,286,992	$1,884,250	$5,232,794	$1,311,081	$8,428,125	$22,876,428
OTHER PROGRAMS													
Continuous Air Systems Planning	$136,056	$0	$136,056	$30,463	$0	$0	$166,519	$96,098	$0	$0	$57,483	$57,483	$320,100
State Planning &Research Program (DC)	$93,784	$0	$93,784	$20,998	$0	$0	$114,782	$66,241	$0	$66,977	$0	$66,977	$248,000
GRAND TOTAL	$7,221,121	$437,944	$7,659,065	$1,714,865	$68,682	$0	$9,442,612	$5,449,331	$1,884,250	$5,299,771	$1,368,564	$8,552,585	$23,444,528

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ITEM 8 – Information
February 19, 2025

Briefing on the Draft FY 2026 Unified Planning Work Program

Background: The board will be briefed on the draft UPWP for FY 2026 (July 1, 2025 through June 30, 2026). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. The board will be asked to approve the FY 2026 UPWP at its March 19 meeting. This presentation will focus on new activities and projects.

UNIFIED PLANNING WORK PROGRAM

FY 2026

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2026

March 2025

DRAFT (as of 2/13/25)

National Capital Region
Transportation Planning Board

UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2026

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).

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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 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.

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.

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 2026 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan 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, 2025 through June 30, 2026. 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 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 long-range 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 June 15, 2022, 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). A TPB staff member served as the VAMPO Vice Chair in FY 2024.

THE CLEAN AIR ACT

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the Long-Range Transportation Plan (LRTP) 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 LRTP 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 AND ENVIRONMENTAL JUSTICE: 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." Executive Order 12898, issued February 11, 1994, requires that the TPB identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. 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 has a two-pronged approach to ensuring nondiscrimination: 1) analysis of the long-range transportation plan for disproportionately high and adverse impacts, and 2) engaging traditionally transportation-disadvantaged populations in the planning process. The specific tasks related to Title VI analysis is under Activity 1: Long-Range Transportation Planning. Engaging transportation disadvantaged-populations, primarily through the Access for All Advisory Committee, is 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 long-range transportation plan (LRTP), also known as a metropolitan transportation plan (MTP), 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

In 1998, the TPB adopted the TPB Vision, which outlines a set of policy goals that have since served to guide the TPB's planning work program:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

These goals are broad in scope, and together with the strategies and objectives that are also outlined in the TPB Vision, provide a framework for setting out core principles for regional transportation planning. TPB Vision's policy goals encompass the ten planning factors required under the planning process of MAP-21 and are considered when developing the metropolitan transportation plan. Each planning factor is included in one or more of the TPB Vision goals, objectives, and strategies, except for security, which is implicitly addressed in the TPB Vision.

On January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects for inclusion in the LRTP. The Priorities Plan will influence future policy actions, funding strategies, and potential projects considered for incorporation into Visualize 2045.

In 2017, the TPB established the Long-Range Plan Task Force, who engaged in a sketch planning effort to identify initiatives that could help the region achieve these goals. At that time, TPB Members had decided that the previous long-range plan did not show satisfactory performance compared to current conditions, nor did it bring us close enough to reach these regional planning goals. In December 2017 and January 2018, the TPB endorsed seven aspirational initiatives recommended by the Long-Range Plan Task Force which have potential to significantly improve the performance of the region's transportation system compared to current plans and programs. These seven aspirational initiatives are included in Visualize 2045, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals.

As approved in Resolution R1-2021, the TPB and its staff commit to being guided by the following statement on equity, and the activities carried out in the UPWP are intended to reflect this:

> *The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and the TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and we recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.*

In October 2020, the TPB endorsed new, interim, non-sector-specific GHG reduction goals and new climate resiliency goals. These include a 2030 interim, regional, non-sector specific GHG reduction goal of 50% below 2005 levels by 2030;[3] Later, in June 2022, the TPB adopted Resolution R18-2022 adding greenhouse gas (GHG) reduction goals and strategies, specifically for the on-road transportation sector, as planning priorities in the development of the regional long-range transportation plans, to help the region attain its multi-sectoral GHG reduction goals. In its June 2022 action, the TPB set the GHG reduction goals for the on-road transportation sector to be equivalent to the non-sector specific goals (e.g., 50% by 2030), even though the TPB's Climate Change Mitigation Study of 2021 showed that such ambitious goals for the transportation sector would be extremely challenging to attain.

TPB produced two summary documents to make it easy to understand the TPB's policies and all of the scenario work accomplished over the last 15 years. The TPB Synthesized Policy Framework can be found here[4] and the TPB Summary of Scenario Findings can be found here.[5]

[3] "Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases (TPB R8-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, October 21, 2020), https://www.mwcog.org/events/2020/10/21/transportation-planning-board/.

[4] "The TPB's Synthesized Policy Framework: Informing Planning for the Metropolitan Washington Region," Booklet (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 9, 2022), https://www.mwcog.org/documents/2024/02/06/tpb-synthesized-policy-framework/.

[5] Kanti Srikanth and Stacy Cook, "A Summary of the TPB and COG Scenario Study Findings: Informing Planning for the Metropolitan Washington Region," Draft Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 9, 2022), https://www.mwcog.org/events/2022/11/16/transportation-planning-board/.

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.[6]

The TPB is composed of representatives from the 24 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,[7] the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. 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, 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

[6] "History - TPB History," Metropolitan Washington Council of Governments, 2025, https://www.mwcog.org/transportation/about-tpb/history/.

[7] The District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT).

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 in 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
Performance-Based Planning	TPB, DOTs, WMATA, Public Transportation Providers
Visualize 2045 Implementation and Visualize 2050 Development	
Air Quality Conformity	TPB, FAMPO
Congestion Management Process	TPB, DOTs, Local Governments, FAMPO
Environmental Consultation	TPB, DOTs, Local Governments
Financial Element	TPB, DOTs, WMATA, Local Governments
Freight Element	TPB, DOTs, Local Governments
Participation Plan	TPB
Performance Based Planning and Programming	TPB, DOTs, WMATA, Public Transportation Providers
Plan Inputs/Update	DOTs, WMATA, Local Governments, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, Local Governments
Safety Element	TPB, DOTs, Local Governments
Transportation/Land-Use Planning	TPB, MDPC, Local Governments
TIP Development	
TIP Inputs	DOTs, WMATA, Local Governments, NVTA, PRTC
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments, NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, Human Service Agencies
Private Enterprise Participation	TPB, WMATA, Local Governments, NVTC, PRTC
Project Selection	TPB, DOTs, WMATA
Projects Federal Funding	TPB, DOTs, WMATA
Public Involvement Plan	TPB
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, 2026

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
REGIONAL			
Blue/Orange/Silver Corridor Capacity & Reliability Study	WMATA	2024 (cont)	Study/LPA
Metrorail Capacity Analysis Update	WMATA	2024	Study
Metrobus Fleet Plan Update	WMATA	2024-2025	Plan
Metrorail Fleet Plan Update	WMATA	2024-2025	Plan
Next-Gen Automatic Train Control System Project Development	WMATA	2024-TBD	Plan
Bus-Oriented Development Study	WMATA	2024-2025	Study
Station Capacity and Guaranteed Access Studies	WMATA	Ongoing	Studies
Rail Reliability Project Development	WMATA	Ongoing	Plans/Design
Metro Station Bus Amenities Project Development	WMATA	Ongoing	Plans/Design
Bus Network Redesign	WMATA	2024-2025 (cont)	Plan
Next-Gen Transit Signal Priority (TSP) Research	WMATA	2024	Study
Bus Loop and Facility Analysis	WMATA	2024-2025	Study
Climate Resilience Program	WMATA	2024-ongoing	Strategy
Decarbonization Strategy	WMATA	Ongoing	Strategy
Customer EV Charging Opportunity Analysis	WMATA	Ongoing-TBD	Study
Mode of Access Strategic Plan	WMATA	2025-2027	Plan

Figure 4: Transportation Planning Studies within the National Capital Region, 2026

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
TOD Strategic Plan	WMATA	2025-2027	Plan
Academic Research Partnership applied analysis/studies	WMATA	2024-2025	Study
MARYLAND			
US 15/US 40 Frederick Freeway Study	SHA	2024	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
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	On-hold	DEIS
FY22 TOD Planning for the Purple Line Project	UMD/MDOT MTA	2025	Study/Plan
FY24 TOD Planning for the Purple Line Project	UMD/MDOT MTA	2028	Study/Plan
MARC Growth and Transformation Plan	MDOT MTA	2025	Plan
Point of Rocks Station Frederick Platform Study	MDOT MTA	2025	Study
Southern Maryland Rapid Transit PEL Study	MDOT MTA	2025	Study

Figure 4: Transportation Planning Studies within the National Capital Region, 2026

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Kensington MARC Station Overpass Feasibility Study	MDOT MTA	2025	Study
MARC Brunswick 3rd Track	MDOT MTA	2025	Study
Laurel Bus Bay Feasibility Study	MDOT MTA	2025	Study
College Park Accessible Station	MDOT MTA	2027	Design
DISTRICT OF COLUMBIA			
New York Avenue NE/NW	DDOT	2024	Design
Oxon Run Trail Phase 2	DDOT	2024	Study/Design
Martin Luther King Jr. Avenue/Good Hope Road SE	DDOT	2024	Concept Development/ Plan
Black Lives Matter Plaza Phase II	DDOT	2024	Study/Design
Tenleytown Multimodal	DDOT	2024	Concept Design
Suitland Parkway Trail	DDOT	2024	Study/Design
North Capitol Street Corridor Mobility and Safety Improvements	DDOT	2024	Planning
I-295 Reconnecting Communities Feasibility Study	DDOT	2024	Study
Bladensburg Road Multimodal Safety and Access Study	DDOT	2024	Design
Bikeways Strategic Plan	DDOT	2024/2025	Study
Anacostia River Trail – Arboretum Bridge to Maryland Ave	DDOT	2024	Study
Oxon Rum Trail Phase II – Neighborhood Connections	DDOT	2024	Study

Figure 4: Transportation Planning Studies within the National Capital Region, 2026

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Metropolitan Branch Trail – First Pl to Oglethorpe St NW	DDOT	2024/2025	Study
East Capitol St to Anacostia River Trail Connection	DDOT	2024/2025	Study
Eastern Avenue Corridor Safety Project	DDOT	2024/2025	Planning
Southern Avenue Corridor Safety Project	DDOT	2024/2025	Planning/ Concept
VIRGINIA			
NoVA Bike and Pedestrian Planning Study	VDOT	2024	Study
Route 120 (Glebe Rd) from Route 244 (Columbia Pike) to N Piedmont St	VDOT	2024	Study
Route 606 (Old Ox Rd) from Route 267 (Dulles Greenway) Ramps to Route 28 (Sully Rd)	VDOT	2024	Study
Route 789 (Commerce St) from Franconia Rd to Backlick Rd	VDOT	2024	Study
Route 644 (Franconia Rd) from Backlick Rd to Commerce St/Loisdale Rd	VDOT	2024	Study
Dale Blvd from I-95 Ramps to Potomac Center Blvd/Neabsco Mills Rd	VDOT	2024	Study
Eisenhower Ave from Van Dorn Street to Holland Lane	VDOT		Study
Arlington Blvd./Washington Blvd. interchange improvements	VDOT		Study
Casacades Parkway Shared Use Path improvements	VDOT	2024	Study

I-395/Shirlington Rotary operations and safety improvements	VDOT	2024	Study
Leesburg Bypass/Edwards Ferry Road Interchange	VDOT		Study
Bike/Ped data collection and Eco-Counter QA/QC	VDOT		Study

FY 2025 Accomplishments

In FY 2025, 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 2024 UPWP: TPB approval March 15, 2023; USDOT approval June 1, 2022.*
2. *Kicked off the new plan updated called Visualize 2050, anticipated to be approved in June 2025.*
3. *Produced performance measures for inclusion in plan (Dec 2021- March 2022)*
4. *Maintained and updated Visualize2045.org and Visualize2050.org websites.*
5. *Project InfoTrak platform upgrade completed.*
6. *Coordinated with the TPB, TPB Technical Committee and numerous TPB and COG subcommittees, as well as other stakeholders, on plan development and outreach*
7. *State of Public Transportation Report*
8. *Performance Based Planning and Programming*
    a. *Highway Safety Targets set December 2024*
    b. *Transit Safety Targets set December 2024*
9. *Hosted the 2024 Regional Roadway Safety Summit*
10. *Joined the USDOT Allies in Action safety initiative*
11. *Workplan and scope of work for Regional Travel Survey, throughout FY 2025*
12. *Coordination for Regional Transit Onboard Survey Activities, throughout FY 2025*
13. *Interactive web mapping tool of high-capacity transit and EEAs in the region, initiated October 2021.*
14. *Developed and launched the TPB Resources Applications Page (TRAP), an interactive web resources that* catalogs many of the mapping applications, data visualizations and other products and datasets produced by the TPB
15. *Washington-Baltimore Regional Air Cargo Study, completed FY 2025*
16. *2023 Washington-Baltimore Regional Air Passenger Survey, General Findings Report and Geographic Findings Report, completed FY 2025*
17. *Completed Round 10.1 Cooperative Forecasts, including TAZ small area forecasts, ongoing FY 2025*
18. *Updated Regional Activity Centers Map, completed FY 2025*
19. *Travel Model Employment Adjustment Factors, June 2022*
20. *Updated National Capital Trail Network map, February 2024*
21. *Travel Forecasting: Network Development*
    a. *Developed a base transit network, representing current/recent transit conditions (i.e., 2023), which is used as the starting point for all future-year transit networks.*
    b. *Produced a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model (2025, 2026, 2030, 2040, 2045, and 2050), including two options (Option A without the I-495 Southside Express Lanes project and Option B with the I-495 Southside Express Lanes project). Developed transportation networks for both the production-use, trip-based travel model (Gen2) and the developmental, activity-based travel model (Gen3).*
    c. *Continued to maintain and update COGTools, the software used by staff to edit and update transit networks used by the travel demand forecasting model. Travel Forecasting and Emissions Analysis (TFEA) staff plan to obtain consultant assistance to make some upgrades to COGTools. This work could span FY 25 and FY 26.*

d. *Developed year-2023 jurisdictional weekday vehicle miles of travel (VMT) summaries (expected Mar. 2025).*
e. *Responded to numerous data requests concerning highway and transit networks.*

22. *Travel Forecasting: Model Development*
    a. *Planned for, coordinated, and conducted six meetings of the TPB Travel Forecasting Subcommittee (TFS)*
    b. *Updated various model-related webpages on the COG website.*
    c. *Continued to support and update COG's production-use regional travel demand forecasting model, the Gen2/Ver. 2.4 Travel Model, including developing an updated transmittal package.*
    d. *Began updating the COG/TPB strategic plan for travel forecasting methods. This work could span FY 25 and FY 26.*
    e. *The TPB's next-generation travel demand model, an activity-based model (ABM), known as the Gen3 Travel Model, is to be 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) is to be completed by the end of calendar year 2025 (FY 26). In FY 25, the following was occurred:*
        i. *Usability testing: The Gen2 (trip-based) Model is being used to conduct the air quality conformity analysis of Visualize 2050. As part of usability testing, the Gen3 Model is being run with a subset of the model years used in the air quality conformity analysis. The EPA's MOVES model will be used to estimate mobile emissions, using the output from the Gen3 Model.*
        ii. *Ancillary modeling steps:*
            1. *Sensitivity tests are being conducted, which complement those sensitivity tests that were conducted in Phases 1 and 2.*
            2. *The toll setting process is being revised for the Gen3 Model.*
    f. *Developed an RFP for renewing the on-call consultant assistance contract for assistance with the travel demand forecasting models.*
    g. *Participated in the regular weekly meetings of the ActivitySim consortium (14 public sector agencies), which is the group that manages updates to the ActivitySim software platform. ActivitySim is one of the modeling platforms used by the Gen3 Model (and will be used in many travel models across the U.S., as well as abroad.)*
    h. *COG's Planning Data and Research Team continued efforts to begin a multi-year effort to develop regionally coordinated transit on-board surveys, to ensure that the surveys provide information needed by both transit agencies and by COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models. COG's Travel Forecasting and Emissions Analysis Team requested this regional transit survey coordination and provides support, when requested, to the Planning Data and Research Team.*
    i. *Worked with COG's Information Technology (IT) staff to maintain modeling servers, both in the cloud and on premises, which can be used to conduct both mobile emissions modeling and travel demand modeling.*
    j. *Keeping abreast of developments in travel demand modeling. This included attending conferences such as the Association of Metropolitan Planning Organizations (AMPO) Annual Conference (Sep. 2024) and the Transportation Research Board (TRB) Annual Meeting (Jan. 2025).*

k. *Responded and replied to about 40 model-related to technical data requests, which are typically submitted on the COG Data Request webpage.*[8]

23. Air Quality Conformity & Activities Associated with the LRTP

a. *Air Quality Conformity (AQC) analysis of the 2025 update of the LRTP, known as Visualize 2050*
   i. *Updated the schedule for modeling work associated with AQC analysis of Visualize 2050.*
   ii. *Decoded year-2023 motor vehicle registration data, also known as vehicle identification number (VIN) data, obtained from state air agencies, so that it could be used for the mobile emissions modeling done using the EPA's MOtor Vehicle Emission Simulator (MOVES) software. TPB staff documented the decoding work in a memo (August 2024). TPB staff also presented this work to the TPB Technical Committee (Oct. 2024)*
   iii. *Completed coding transportation networks that will be needed by the travel model.*
   iv. *Completed both the travel model and MOVES model runs for six analysis years (2025, 2026, 2030, 2040, 2045, and 2050), including two options (Option A without the I-495 Southside Express Lanes project and Option B with the I-495 Southside Express Lanes project)*

b. *Kept abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's MOVES software.*

c. *The appendices of the LRTP documentation are now called "process documents." Staff helped write process documents for air quality conformity, emissions reduction planning for the on-road transportation sector, travel modeling, and scenario planning.*

24. Mobile Emissions Analysis, including Emissions Reduction Planning

a. *Provided updates to the TPB Technical Committee and the TPB on new federal funding programs for reducing emissions from the on-road transportation sector.*

b. *Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy Project Working with COG's Department of Environmental Programs (DEP), provided review and comment for a study that will help implementing agencies decide where to site public-use electric vehicle charging infrastructure.*[9] *This study was presented to the COG Board of Directors in October 2024.*

c. *Provided review and comment on environmental justice analyses being conducted by COG's Plan Development and Program Coordination Team.*

d. *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.*

e. *Conducted sensitivity tests of the two latest versions of EPA's MOVES mobile emissions modeling software: MOVES4 and MOVES5.*

f. *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.*

[8] "Data Requests," Metropolitan Washington Council of Governments, Transportation, Modeling, November 16, 2022, https://www.mwcog.org/transportation/data-and-tools/modeling/data-requests/.

[9] ICF, "Regional Electric Vehicle Infrastructure Implementation Strategy," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, August 2024), https://www.mwcog.org/documents/2024/09/04/regional-electric-vehicle-infrastructure-implementation-revii-strategy-climate--energy-climate-change-electric-vehicles/.

g. *Participated in activities related to the recently established Carbon Reduction Program (CRP), designed to provide federal funding for the projects that reduce on-road greenhouse gas emissions (e.g., coordination with state DOTs).*
h. *Calculated emissions savings from 2024 Car Free Day.*
i. *Kept abreast of developments regarding air quality regulations and guidance.*
j. *Completed the consultant-assisted study, "Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies," which was a follow-up to the Climate Change Mitigation Study (CCMS) of 2021. The new study examined seven GHG reduction strategies that the TPB deemed required further study. It also examined a second set of other GHG reduction strategies that were not part of the CCMS but which show merit.* This study was completed in June 2024 and was presented to the TPB in October 2024.[10]
k. *Continued participation in the FHWA's Every Day Counts (EDC) program for finding ways to reduce GHG emissions from the on-road transportation sector.*
l. *Responded and replied to about 15 air-quality-related to technical data requests.*

25. *Technical assistance to state DOTs and regional transit agencies as part of the UPWP Technical Assistance program.*
26. *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. *Initiated work on the regional Transportation Resilience Improvement Plan (TRIP), anticipated completion June 2024.*
    d. *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.*

[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/.

FY 2026 Regional Planning Priorities

In December 2021, USDOT issued planning emphasis areas for MPOs to consider in Unified Planning Work Programs.[11] 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. In addition, Figure 5 on page 26 provides a crosswalk of how UPWP activities and deliverables support the TPB's policy priorities

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. Although not a federal requirement, in its quest to improve overall air quality in general, in 2010, the TPB joined COG's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last 15 years, the TPB completed four studies to evaluate strategies to address these targets:

- The What Would It Take? analysis in 2010,[12]
- The Multisector Working Group study in 2016,[13]
- The TPB Climate Change Mitigation Study (CCMS) of 2021,[14] [15] 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.[16] [17]

These four studies identified various types of projects, programs, and policies that have the potential to reduce GHG and other emissions from the on-road transportation sector. Additionally, in 2022,

[11] 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.

[12] 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.

[13] 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.

[14] 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/.

[15] 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/.

[16] 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/.

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

TPB staff wrote a report summarizing the 11 scenario planning studies conducted by the TPB in the last 15 years.[18]

In October 2020, the TPB endorsed new, interim, non-sector-specific GHG reduction goals and new climate resiliency goals. These include a 2030 interim, regional, non-sector specific GHG reduction goal of 50% below 2005 levels by 2030;[19] the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals. All of this work will also benefit the region as we are still a non-attainment area for ozone. Reaching these and other goals will require many changes, such as an increase in the share of the vehicle fleet that is zero emissions (such as electric vehicles) and a decrease in per-capita vehicle miles traveled (VMT) to affect an associated decrease in on-road vehicle emissions generated by vehicles using roads in the LRTP. Using various datasets, including periodic GHG emissions inventories developed by DEP staff and GHG inventories from the long-range transportation plan analysis, staff plan to continue to track progress toward meeting both the region's 2030 interim and the 2050 long-term (80% below 2005 levels) on-road transportation sector GHG reductions goals.

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 planning activities. The TPB will use this information as it implements future planning activities for transportation resiliency. Also, on the topic of emissions reduction and air quality planning, following up on the TPB Climate Change Mitigation Study (CCMS), the TPB set a series of GHG reduction targets specifically for the on-road transportation sector which are identical to the earlier non-sector sector-specific goals,[20] despite the findings from the CCMS that such large GHG reductions from the transportation sector would be very challenging to attain. In February 2022, the TPB members were surveyed about which GHG reduction strategies they could support.[21] Based on this survey, seven GHG reduction strategies received majority or plurality support,[22] and seven strategies were deemed not yet ready to be adopted by the TPB, thus requiring further study. [23] Those seven strategies, along with nine others (for a total of 16 strategies), were studied as part of the ICGHG study of 2024 (cited earlier). In FY 2026, the TPB staff plans to continue to work with COG's Department of Environmental Programs (DEP) to coordinate efforts to reduce mobile emissions, including the implementation of mobile emissions reduction strategies that have TPB support.

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[18] 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/.

[19] "Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases (TPB R8-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, October 21, 2020), https://www.mwcog.org/events/2020/10/21/transportation-planning-board/.

[20] "Resolution on the Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies (TPB R18-2022)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, June 15, 2022), https://www.mwcog.org/documents/2022/06/15/r18-2022-resolution-on-the-adoption-of-on-road-transportation-ghg-reduction-goals-and-strategies/.

[21] National Capital Region Transportation Planning Board, Climate Change Mitigation Goals and Strategies Questionnaire, interview by TPB staff, February 28, 2022, https://www.mwcog.org/events/2022/2/4/tpb-technical-committee/.

[22] See, for example, slide 9 of Mark S. Moran, "Climate Change Mitigation: Recent Efforts by the Transportation Planning Board to Establish Transportation-Sector Greenhouse Gas Reduction Goals and Strategies"; OR slide 6 of Kanti Srikanth, "Climate Change Elements Under Consideration by TPB: Transportation-Sector Greenhouse Gas Reduction Goals and Strategies," https://www.mwcog.org/events/2022/6/3/tpb-technical-committee/.

[23] See, for example, slide 10 of Moran, "Climate Change Mitigation: Recent Efforts by the Transportation Planning Board to Establish Transportation-Sector Greenhouse Gas Reduction Goals and Strategies"; OR slide 7 of Srikanth, "Climate Change Elements Under Consideration by TPB: Transportation-Sector Greenhouse Gas Reduction Goals and Strategies."

TITLE VI AND REACHING ALL POPULATIONS

TPB Resolution R1-2021 established equity as a fundamental value and integral part of all transportation planning board's work activities.

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 TPB's Bicycle and Pedestrian plan identifies improvements and policies to encourage more walking and biking.
- 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
- In FY 2016, an expanded analysis of the long-range transportation plan identified potentially vulnerable populations. Areas containing such populations are now called Equity Emphasis Areas (EEAs). EEAs are areas/locations that have high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups. EEAs are used as selection criteria in grant programs that fund planning for housing near transit, access to transit stations, improving roadway safety, alternative modes of travel, and connecting land-use and the transportation system. Staff plans on updating the EEAs as needed.
- For the update to Visualize 2050, the TPB's long-range transportation plan, as with past plans, the federally required environmental justice analysis will be conducted after approval of the plan.

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; this program will enter its sixth year in FY 2026.

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 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.

As articulated in the Participation Plan, the TPB conducts an array of public engagement work. Some activities, such as the meetings of the Community Advisory Committee and Access for All Advisory Committee, occur on a recurring basis and are designed to provide regular and consistent feedback to the regional planning process. Other activities are intended to get input on specific, important TPB plans and actions. In 2020 and 2021, public engagement was particularly focused on the update of the region’s long-range plan Visualize 2045. These activities included a representative public opinion survey, a serious of focus groups, and the solicitation of public comment on TPB priorities through QR code signs and posters. All the activities reflected the TPB’s prioritization of equity, by asking about the concerns of underserved communities and seeking to incorporate their voices and opinions into the TPB’s planning products.

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 Appendix G of Visualize 2045 or the relevant "process document" of Visualize 2050, which is to be finalized in December 2025). 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.

In 2023, the federal government developed a rule that would have required states and MPOs to establish declining targets for carbon dioxide, one of the primary greenhouse gases, and report on progress toward the achievement of those targets.[24] However, as noted by the U.S. Federal Highway Administration (FHWA) in April 2024:

> *Pursuant to negotiations in two lawsuits, FHWA agreed to temporarily not seek to enforce the February 1, 2024, deadline for States to submit initial targets and reports through March 29, 2024. On March 27, 2024, the U.S. District Court for the Northern District of Texas vacated and remanded the Final Rule to DOT, in effect nullifying the rule Nationwide. Consistent with the Court's decision, States and MPOs are not required to submit initial targets and reports at this time.*[25]

Even though there is no federal requirement for carbon dioxide reduction targets, the TPB continues to pursue its own regional greenhouse gas emission reduction targets.

REGIONAL POLICY FRAMEWORK AND PRIORITIES

The TPB's LRTP 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 LRTP and TIP. The Vision, adopted in 1998, is the overarching policy document that describes regional goals and objectives as well as strategies to achieve them. This vision informed the 2014 Regional Transportation Priorities Plan. The vision and goals focus on multimodal transportation solutions that give people greater choice in finding the travel mode that works best for them. It emphasizes the important role of land-use, especially strengthening the region's Activity Centers by providing high quality connections between centers and improving non-auto travel options within them. System maintenance is also paramount, recognizing that our existing roadways and transit systems must be in a state of good repair to be safe, efficient, and reliable.

In 2020, the TPB approved three resolutions renewing commitments to safety, equity, and climate change. The TPB's resolution affirms equity as a foundational principle that will be woven throughout TPB's analyses, operations, procurement, programs, and priorities. The safety resolution established that safety for all modes of transportation is a regional priority which will be monitored and analyzed through performance-based planning and programming with an emphasis on aspirational safety goals associated with Vision Zero and Towards Zero Deaths.

The TPB endorsed the region's new GHG reduction goals and new climate resiliency goals. These include a regional greenhouse gas emissions reduction goal of 50 percent below 2005 levels by 2030 and becoming a Climate Ready Region - making significant progress by 2030. The goals

[24] "National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure," Rule, 88 Fed. Reg. 85394 (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration, December 7, 2023), https://www.federalregister.gov/documents/2023/12/07/2023-26019/national-performance-management-measures-assessing-performance-of-the-national-highway-system.

[25] "TPM Rulemakings - Transportation Performance Management," U.S. Department of Transportation, Federal Highway Administration, April 8, 2024, https://www.fhwa.dot.gov/tpm/rule.cfm.

identified the need expand education on climate change into the TPB members' actions to reach the climate mitigation and resiliency goals.

In June 2022, the TPB also set its own goals when it adopted Resolution R18-2022 adding greenhouse gas (GHG) reduction goals and strategies, specifically for the on-road transportation sector, as planning priorities in the development of the regional long range transportation plans, to help support the region attain its multi-sectoral GHG reduction goals.

PROMOTE VISUALIZE 2045 ASPIRATIONAL INITIATIVES

In December 2017 and January 2018, the TPB endorsed seven Aspirational Initiatives recommended by the Long-Range Plan Task Force with the potential to significantly improve the performance of the region's transportation system. These seven Aspirational Initiatives are included in Visualize 2045 (2018) as the aspirational element, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals. To support implementation of these initiatives, TPB staff have met with TPB member jurisdictions and transit agencies to discuss the projects, programs, and policies that the members are advancing that align with the Aspirational Initiatives, and how TPB can support its members in doing so. TPB staff also worked on follow-up to TPB Resolution R10-2019 which directed staff to conduct activities related to the implementation of three of the Aspirational Initiatives:

- Improve walk and bike access to transit – Staff developed and refined a network analysis to identify walksheds around high-capacity transit stations. Staff have shared with various committees the online 'walksheds analysis' tool that can be used by anyone in the region. Staff is conducting outreach to technical staff at the local jurisdictions.
- Complete the National Capital Regional Trail Network – Staff implemented a work program for expanding the regional trail network to cover the entire TPB region, as a network.
- Provide more telecommuting and other options for commuting -- Commuter Connections Program launched the IncenTrip app on August 28, 2020. Staff also conducted other activities related to Travel Demand Management (TDM).

COG staff (who are not explicitly TPB staff) worked on activities to address another of the seven initiatives— "Bring jobs and hosing closer together." The Housing Initiative has been underway to identify how to work together as a region to build 100,000 more housing units over the next decade in the region's Activity Centers. Resolution R10-2019 also encouraged regional coordination activities, led by TPB partners, to promote implementation of the initiatives "Expand bus rapid transit (BRT) regionwide," and "Expand the express highway network." COG staff made recommendations to the COG board regarding three regional housing targets. In September, the COG Board voted unanimously to endorse the three housing targets.

Supporting the Initiative, Bring Jobs and Housing Closer Together, the COG issued a Certified Resolution R46-2021 - endorsing high-capacity transit station areas (HCTs) as a key planning concept and tool. The TPB endorsed these concepts also, supporting the COG resolution with TPB Resolution R4-2022.

The Visualize 2045 Voices of the Region survey, focus groups, and, the Aspiration to Implementation event each, in some way, provided data, insights, and information to promote or support planning for the concepts behind the Aspirational Initiatives. For example, the survey asked questions about public opinion regarding transportation enhancements such as the use of dedicated lanes for bus rapid transit. The Aspirations to Implementation event was designed to help the TPB better understand and communicate about how the concepts behind the endorsed initiatives impact the lives of people living in the region.

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 Public Transportation Subcommittee plays a key role in fostering cooperation and coordination among the many public transit providers in the region. COG has been designated by the governors of Maryland and Virginia and the mayor of the District of Columbia to coordinate with the state DOTs in the development of an agency to oversee Metrorail safety, as required under MAP-21.

Figure 5: Selected FY 2025 UPW6 Work Activities and Planning Policy Focus Areas[26]

No.	UPWP Work Activities	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
1	Transportation Land Use Connections Program (Task 9.4)	✓	✓	✓			✓	✓		
2	Transportation Alternatives Set Aside Program (Task 9.3)	✓	✓	✓			✓	✓		
3	Enhanced Mobility Grant Program (Task 9.1)	✓		✓				✓		
4	Regional Roadway Safety Program (Task 9.2)				✓			✓	✓	✓
5	Transit Within Reach Program (Task 11)	✓	✓	✓			✓	✓		
6	Regional Air Quality Conformity Analysis (Task 6.1)		✓			✓				
7	Visualize 2045 Plan Performance Measure Dashboard (Task 1.3)	✓	✓	✓		✓	✓	✓		
8	Visualize 2050 development (Task 1.3)	✓	✓	✓	✓	✓	✓	✓	✓	✓
9	Resiliency - Coordination, TRIP, inland flooding analysis/mapping, subcommittee (Task 3.8)		✓			✓				✓
11	State of Public Transportation Report (Task 3.7)	✓		✓	✓	✓		✓	✓	✓
12	National Capital Trail Network Update (Task 3.6)	✓				✓	✓	✓		✓
13	Coordinate implementation of Transportation-Sector Emissions Mitigation Strategies (Task 6.2)		✓	✓		✓	✓	✓	✓	
14	Travel Demand Forecasting: Production-Use & Developmental Models (Task 5.2)	✓	✓	✓		✓	✓	✓		

[26] Excludes regular committee meetings that provide input and oversight of all the activities of the TPB.

No.	UPWP Work Activities	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
15	Mobile Emissions Inventory and Planning (Task 6.2)		✓			✓			✓	
16	Performance-Based Planning and Programming Analysis and Target Setting (Task 1.3) and Congestion Management Process (Task 7.3)		✓	✓	✓	✓		✓	✓	✓
17	Inventorying and Planning for Transit Electrification (Task 3.7)		✓	✓	✓	✓		✓	✓	
18	Regional Intelligent Transportation Systems (ITS) Architecture (Task 3.3)			✓	✓			✓	✓	✓
19	Bicycle and Pedestrian Planning Professional Development/Best Practices Forums (Task 3.6)	✓		✓	✓	✓				✓
20	Transit Private Providers Forum (Task 3.7)			✓				✓		
21	Travel Surveys and Travel Trends Analysis, Studies and Research, Data Management, and Visualizations (Tasks 7.1 and 7.2)	✓	✓	✓	✓	✓	✓	✓	✓	✓
22	Coordination of land use and regional transportation planning, including Cooperative Forecasts (Task 8.1)	✓	✓	✓	✓	✓	✓	✓		
23	Technical Assistance Program (Task 11)	✓		✓	✓		✓	✓		✓

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 2026 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. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning,** includes activities related to the development of Visualize 2050 (the latest version of the long-range transportation plan), activities to support Performance Based Planning and Programming requirements, activities to maintain federal compliance, and activities to implement policy board directed activities. The current plan, Visualize 2045, identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public "visualize" the region's future under current plans. The 2022 Update to Visualize 2045 was approved in June 2022, and strategic implementation including a focus on the aspirational element continues. Visualize 2050, is scheduled to be completed in FY 2026 and this update will be the focus of the year's activities.

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. In FY 2019, TPB procured a consultant to develop a new iTIP Database, called Project InfoTrak, which provides a complete upgrade and overhaul to the project database information system. In FY 2025, work continues to refine and enhance the long-range transportation plan, TIP project, and conformity record database, including a GIS database.

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 also 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 AND EMISSIONS REDUCTION PLANNING

The sixth major activity, **Mobile Emissions and Emissions Reduction 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. COMPLETE STREETS MOBILITY AND ENHANCEMENT PROGRAMS

The TPB solicits and selects projects for four programs. The ninth major activity, **Complete Streets Mobility and Enhancement Programs,** captures the efforts involved in soliciting and selecting projects for the FTA "Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities" program, 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 2026 Basic Work Program is assumed to be approximately the same as the FY 2025 level, since the FY 2025 UPWP was the first UPWP to capture all of the additional funding from the IIJA. 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 TPB committee structure is shown in Figure 6. The TPB committee or sub-committee responsible for the activities listed in Figure 7 are shown under the descriptions for each task in Section III. Figure 8 illustrates the relationship between and among the TPB work activities.

Table 1: Revenue - FY 2026 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2025, to June 30, 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 2026	$873,312	$3,028,279	$77,648		$3,979,239
PRIOR UNEXPENDED	$267,234	$1,037,742	$0		$1,304,976
CARRYOVER FY 2024	$80,418	$309,340	$0		$389,758
SUBTOTAL – DC	**$1,220,964**	**$4,375,361**	**$77,648**		**$5,673,973**
MDOT ALLOCATIONS					
NEW FY 2026	$2,011,314	$5,378,304	$135,050		$7,524,668
PRIOR UNEXPENDED	$798,561	$1,876,058	$0		$2,674,619
CARRYOVER FY 2024	$204,326	$560,093	$0		$764,419
SUBTOTAL – MD	**$3,014,201**	**$7,814,455**	**$135,050**		**$10,963,706**
VDRPT & VDOT ALLOCATIONS					
NEW FY 2026	$1,773,742	$4,468,922	$114,588		$6,357,252
PRIOR UNEXPENDED	$679,118	$1,844,285	$0		$2,523,403
CARRYOVER FY 2024	$180,192	$465,632	$0		$645,823
SUBTOTAL – VA	**$2,633,052**	**$6,778,839**	**$114,588**		**$9,526,478**
TOTAL FHWA/FTA FUNDING ALLOCATIONS					
NEW FY 2026	$4,658,368	$12,875,505	$327,286		$17,861,159
PRIOR UNEXPENDED	$1,744,913	$4,758,085	$0		$6,502,998
CARRYOVER FY 2024	$464,936	$1,335,064	$0		$1,800,000
SUBTOTAL – FHWA-FTA	**$6,868,217**	**$18,968,654**	**$327,286**		**$26,164,156**
TOTAL BASIC UPWP	**$6,868,217**	**$18,968,654**	**$327,286**		**$26,164,156**
FAA - CASP PROGRAM				$584,793	**$584,793**
State Planning & Research (SPR)				$248,000	**$248,000**
GRAND TOTAL UPWP	**$6,868,217**	**$18,968,654**		**$832,793**	**$26,996,949**

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 FY2026" funding amounts are yet to be confirmed by the DOTs and are likely to change.
3. "Prior Unexpended" funding amounts are from FY 2024 UPWP and are yet to be confirmed by funding agencies and may change.
4. "Carryover FY2025 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2025 UPWP are not anticipated to be spent in FY 2025. As such, these funds will be carried over to the FY 2026 UPWP and used to perform Core program and Technical Assistance activities.

Table 2: FY 2026 UPWP Expenditures

WORK ACTIVITY	FY 2026 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Transportation Planning	$1,548,850
2. Transportation Improvement Program	$699,554
3. Multimodal Planning	$3,574,744
4. Public Participation	$635,776
5. Travel Forecasting	$3,807,595
6. Mobile Emissions and Emissions Reduction Planning	$3,378,092
7. Transportation Research and Data Programs	$7,037,893
8. Regional Land Use and Transportation Planning Coordination	$1,100,890
9. Mobility and Enhancement Programs (EM, TLC, TAP, RSP)	$793,616
10. TPB Management and Support	$1,555,155
Sub-total: Core Program	**$24,132,168**
TECHNICAL ASSISTANCE	
A. District of Columbia	$302,828
B. Maryland	$537,830
C. Virginia	$446,892
D. Public Transportation (D.C./MD/VA Combined)	$744,438
Sub-total: Technical Assistance Program	**$2,031,988**
Total - Basic UPWP	**$26,164,156**
OTHER TPB PROGRAMS	
1. Continuous Airport System Planning (CASP) [1]	$584,793
2. State Planning & Research Program (For DDOT) [2]	$248,000
Sub-total: CASP and SPR	**$832,793**
GRAND TOTAL UPWP	**$26,996,949**

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 2026 Work Program by Funding Sources

	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	$639,600	$0	*$639,600*	$156,382	$0	$0	*$795,982*	$465,968	$5,000	$275,000	*$6,900*	**$286,900**	**$1,548,850**
2. Transportation Improvement Program	$224,808	$0	*$224,808*	$54,966	$0	$0	*$279,774*	$163,780	$255,000	$0	*$1,000*	**$256,000**	**$699,554**
3. Multimodal Planning	$1,189,200	$40,055	*$1,229,255*	$300,553	$0	$0	*$1,529,808*	$895,550	$7,500	$1,045,000	*$96,886*	**$1,149,386**	**$3,574,744**
4. Public Participation	$209,716	$0	*$209,716*	$51,276	$0	$0	*$260,992*	$152,785	$2,000	$120,000	*$100,000*	**$222,000**	**$635,776**
5. Travel Forecasting	$1,256,237	$0	*$1,256,237*	$307,150	$0	$0	*$1,563,388*	$915,207	$536,000	$650,000	*$143,000*	**$1,329,000**	**$3,807,595**
6. Mobile Emissions	$1,256,142	$115,400	*$1,371,541*	$335,342	$0	$0	*$1,706,883*	$999,209	$142,000	$390,000	*$140,000*	**$672,000**	**$3,378,092**
7. Transportation Research and Data Programs	$1,288,826	$0	*$1,288,826*	$315,118	$0	$0	*$1,603,944*	$938,949	$1,315,000	$3,125,000	*$55,000*	**$4,495,000**	**$7,037,893**
8. Regional Land Use and Transportation													
Planning Coordination	$126,875	$304,386	*$431,261*	$105,443	$0	$0	*$536,704*	$314,186	$75,000	$100,000	*$75,000*	**$250,000**	**$1,100,890**
9. Mobility Enhancement Programs	$141,107	$0	*$141,107*	$34,501	$20,000	$0	*$195,607*	$114,509	$1,000	$480,000	*$2,500*	**$483,500**	**$793,616**
10. TPB Support and Management	$526,574		*$526,574*	$128,747	$20,000	$0	*$675,321*	$395,333	$2,500	$227,000	*$255,000*	**$484,500**	**$1,555,155**
UPWP Core Program Total	$6,859,085	$459,840	*$7,318,926*	$1,789,477	$40,000	$0	*$9,148,403*	$5,355,475	$2,341,000	$6,412,000	*$875,286*	**$9,628,286**	**$24,132,168**
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$40,000	*$262,828*	**$302,828**	**$302,828**
B. Maryland	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$495,000	*$42,830*	**$537,830**	**$537,830**
C. Virginia	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$370,000	*$76,892*	**$446,892**	**$446,892**
D. Public Transportation	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	$250,000	*$494,438*	**$744,438**	**$744,438**
Technical Assistance Program Total	$0	$0	*$0*	$0	$0	$0	*$0*	$0	$0	**$1,155,000**	*$876,988*	**$2,031,988**	**$2,031,988**
Total Basic Program	**$6,859,085**	**$459,840**	***$7,318,926***	**$1,789,477**	**$40,000**	**$0**	***$9,148,403***	***$5,355,475***	**$2,341,000**	**$7,567,000**	***$1,752,274***	**$11,660,274**	**$26,164,156**
OTHER PROGRAMS													
Continuous Air Systems Planning	$141,809	$0	*$141,809*	$34,672	$0	$0	*$176,481*	$103,312	$0	$300,000	*$5,000*	**$305,000**	**$584,793**
State Planning & Research Program (DC)	$81,349	$0	*$81,349*	$19,890	$0	$0	*$101,239*	$59,265	$0	$87,496	*$0*	**$87,496**	**$248,000**
GRAND TOTAL	**$7,082,244**	**$459,840**	**$7,542,084**	**$1,844,040**	**$40,000**	**$0**	***$9,426,124***	***$5,518,053***	**$2,341,000**	**$7,954,496**	***$1,757,274***	**$12,052,770**	**$26,996,949**

Figure 6: Major Components of UPWP Work Activities

1. LONG-RANGE TRANSPORTATION PLANNING

- 1.1 Visualize 2045 Implementation
- 1.2 Visualize 2050 Development, Implementation
- 1.3 Performance-Based Planning and Programming
- 1.4 Federal Compliance
- 1.5 Policy Board-Directed Activities

2. TRANSPORTATION IMPROVEMENT PROGRAM

- 2.1 Transportation Improvement Program
- 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 AND CLIMATE CHANGE PLANNING

- 6.1 Air Quality Conformity & Other Activities Associated with the LRTP
- 6.2 Mobile Emissions Analysis & Emissions Reduction Planning

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. COMPLETE STREETS MOBILITY AND ENHANCEMENT PROGRAMS

- 9.1 Enhanced Mobility Grant Program
- 9.2 Regional Roadway Safety Program
- 9.3 Transportation Alternatives Program
- 9.4 Transportation and Land Use Connection Program

10. TPB MANAGEMENT AND SUPPORT

- 10.1 TPB Committees 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 7: TPB Committee Structure

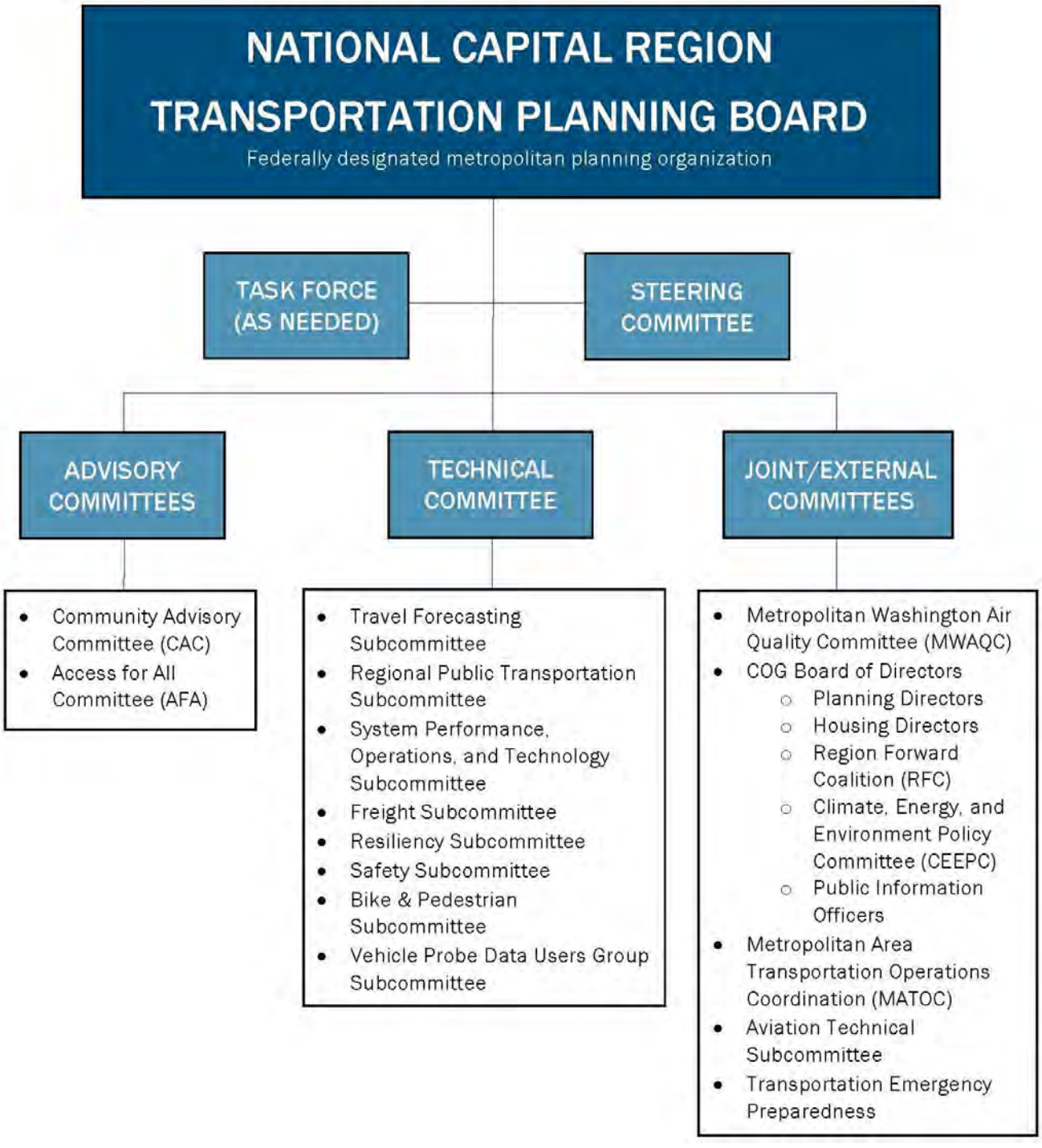
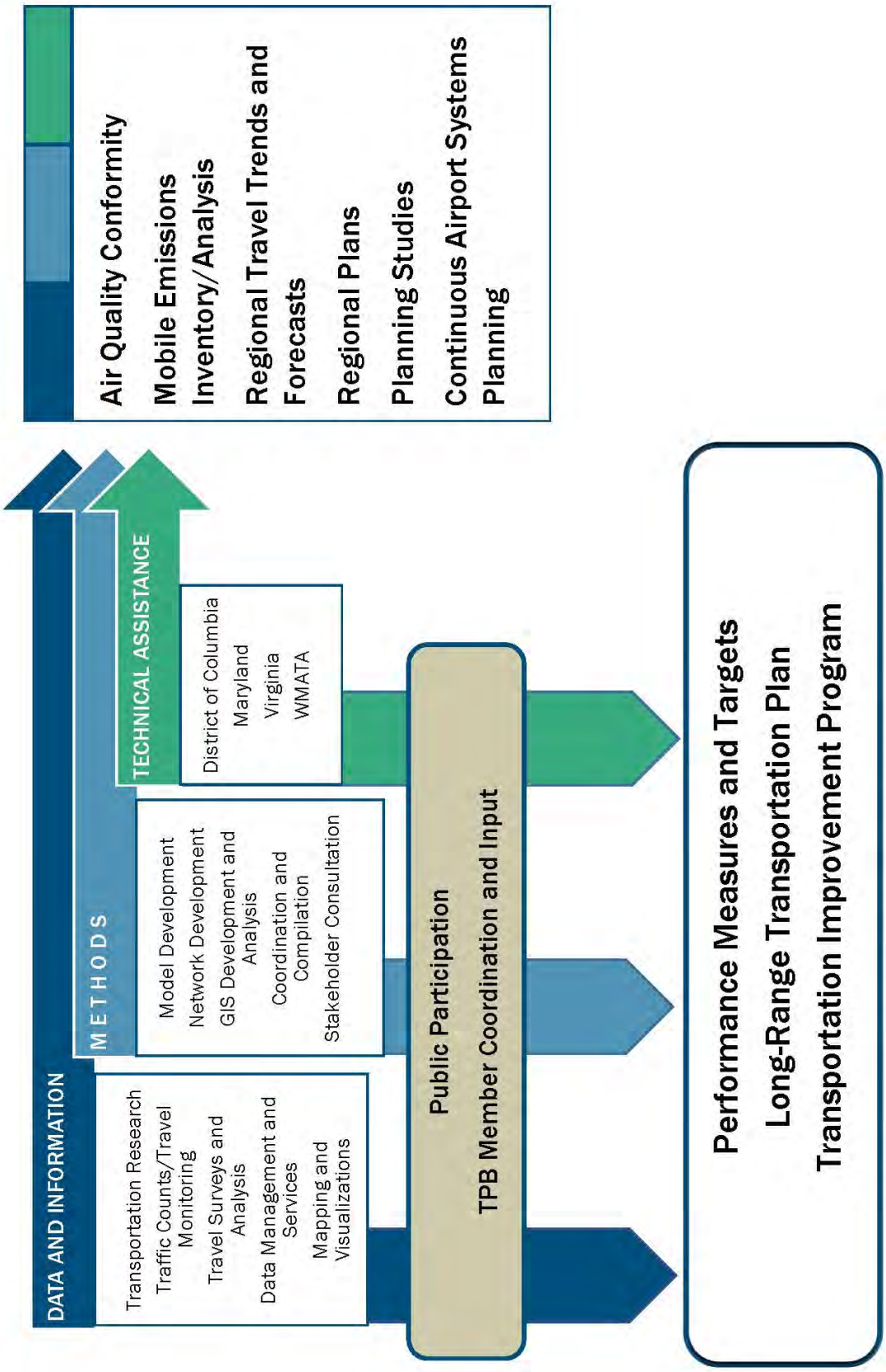


Figure 8: Overview of Planning Products and Supporting Processes



III. MAJOR WORK ACTIVITIES

1. Long-Range Transportation Planning

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Visualize 2050 – continue plan update** • **Conduct supporting analysis for the plan** • **Visualize 2045 plan implementation**
TOTAL COST ESTIMATE	**$**

1.1 VISUALIZE 2045 IMPLEMENTATION

Visualize 2045 (2022) is the federally required long-range transportation plan for the National Capital Region. It identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public "visualize" the region's future under current plans. The plan was approved in June 2022 and this activity describes work to support implementation and the Visualize 2045 activities related to the next plan update, called Visualize 2050.

- 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 VISUALIZE 2050 DEVELOPMENT, IMPLEMENTATION

TPB staff will also undertake other activities to advance the development of the next long-range transportation plan called Visualize 2050.

- Provide opportunities for consideration, coordination, and collaborative enhancement of the TPB's metropolitan transportation plan.
- Communicate to Board and other stakeholders the key planning activities for the next plan update, Visualize 2050. This update is expected to be completed by the end of the calendar year with adoption in December 2025.
- Conduct coordination across all tasks to support plan development among internal staff, external stakeholders, and consultants.
- Conduct planning and coordination activities related to PBPP and the federal planning factors.
- Publish the draft plan for public review and comment anticipated in the fall 2025.
- Revise the draft plan as needed for final presentation to the Board for approval.

- Publish the approved plan and promote implementation of plan priorities.
- Prepare and begin the environmental justice analysis of Visualize 2050 after TPB document approval by advancing the update to TPB's Equity Emphasis Areas.
- Update to TPB's Equity Emphasis Areas as needed with new available census information.

1.3 PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP)

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 performance targets in support of updated measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, Visualize 2045 and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The MPO reviews targets to track progress towards attainment of critical performance outcomes for the MPO region.

- Develop data and reports for the TPB's setting and tracking of federally specified PBPP targets, 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 highway safety targets.
- Set regional annual transit safety targets.
- 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 conjunction with Task 7.

1.4 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 Visualize 2050 plan.

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.

- Update plan with targeted completion date of December 2025.
- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas using Equity Emphasis Areas as a key planning concept and tool to inform decision making and action.
- Carry out additional activities as directed by the TPB.

2. Transportation Improvement Program

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **FY 2026-2029 TIP** • **Maintain and continue to tailor the iTIP Database (Project InfoTrak) to meet the needs of staff and members**
TOTAL COST ESTIMATE	**$**

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.
- Enhance documentation of the TIP with additional analysis as a part of the long-range transportation plan/TIP publications and the Visualize 2050 website.
- 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.
- Prepare for FY 2026-2029 TIP inputs and TIP approval scheduled for December 2025.

Performance Based Planning and Programming
Under the performance planning provisions, the TIP shall do the following, in coordination with Visualize 2045:

- Contain projects consistent with the metropolitan transportation plan.
- Reflect investment priorities from the metropolitan transportation plan.
- Be designed to make progress toward achieving transportation system performance targets.
- Describe the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan.
- Link investment priorities to performance targets.

2.2 TIP DATABASE SUPPORT

TPB developed the iTIP Database, called Project InfoTrak (PIT), which provides a complete upgrade and overhaul to the project database information system. This system integrates current functionality into one enhanced, unified, user-friendly, customizable system that is branded with COG and 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 the new iteration of the plan.
- 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.

3. Multi-Modal Planning

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

3.1 SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY PLANNING

OVERSIGHT	**Systems Performance, Operations, and Technology Subcommittee (SPOTS)**
MAJOR PRODUCTS	• **Regional ITS architecture maintenance** • **Documentation for FAST Act performance and target reporting requirements**

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.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS).

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 in a manner that emphasizes equity, 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, including consideration of equity.

- 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.
- Undertake Phase III of crash data analysis from previous regional safety studies to develop new charts, graphs, and tables that include the latest available data; produce one or more memorandums/presentations for the TPB and the TPB Technical Committee regarding the findings. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's PBPP targets.
- 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 a study to ascertain the implementation status of the specific strategies noted in TPB's safety resolution, R3-2021.
- Develop a technical "white paper" about the impact of automated traffic enforcement on safety outcomes.
- Assist 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) by developing a policy "white paper" that reviews enforcement programs and policies, current reciprocity opportunities, and constraints, among other related topics.
- Maintain and enhance the Transportation Safety portions of the TPB website to ensure its value as a regional resource.
- 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 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, incorporating consideration of equity, 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.

- Develop an updated Regional Bicycle and Pedestrian Plan (last published in FY 2022).
- Update the National Capital Trail Network map; 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.
- Monitor Regional Complete Streets and Green Streets activities.
- 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 two or more 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.

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** • **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, incorporating consideration of equity, 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.
- Address TPB-related recommendations from the regional DMVMoves initiative and other regional initiatives as necessary, as part of regional public transportation planning activities.
- Produce an annual report on the "State of Public Transportation."
- 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.

3.6 FREIGHT PLANNING

OVERSIGHT — **TPB Freight Subcommittee**

MAJOR PRODUCTS

- **Documentation as necessary supporting FAST Act requirements of freight planning**

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, incorporating consideration of equity, 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.
- Initiate an update of the National Capital Region Freight Plan (last updated) in FY 2023, to be finalized in FY 2027.
- 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.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- 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.

3.7 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

OVERSIGHT — **MATOC Steering Committee, in conjunction with the Systems Performance, Operations, and Technology Subcommittee (SPOTS)**

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

- **Interior Flooding Analysis and Mapping**
- **Economic Analysis of Potential Adaptation Scenarios**
- **Transportation Resilience Improvement Plan – support updates as needed**
- **Create Regional Transportation Resilience Subcommittee**

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 Phase I completed in FY 2022 and Phase II completed in FY24, 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:

- General
    - 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 and to help guide regional work post-TRIP.

- Transportation Resilience Improvement Plan (TRIP) Maintenance
    - 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.
    - Plan for 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.
- Complete interior flooding analysis project with the goal of expanding our understanding of pluvial flooding and forward-looking flood data and carry those changes to the TRIP's transportation asset vulnerability analysis and resilience mapping tool with updated interior flood risk scores.
- Complete economic analysis of adaptation scenarios for up to five case studies to quantify the costs and/or benefits of resilience investments in regional transportation assets.
- Analyze RITIS data for all TPB localities for road closures due to natural hazards for each year data is available. Create GIS layer to add to interactive mapping tool to better understand reported historical flooding on roadways in our region. Incorporate critical infrastructure into resilience analysis.
- Conduct analysis on impacts of extreme heat to transit riders with particular focus on access to critical infrastructure during potential heat emergencies.

4. Public Participation

OVERSIGHT	**Transportation Planning Board**
MAJOR PRODUCTS	• **Public comment solicited and documented** • **Materials and activities for public participation related to Visualize 2050** • **CAC and AFA Committee reports** • **Conduct a Community Leadership Institute session** • **Information dissemination through the website, social media, and printed documents** • **Communication support for all Tasks**
TOTAL COST ESTIMATE	**$**

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 and the Environmental Justice Executive Order. 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.

- 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 outreach to support the update to the Metropolitan Transportation Plan (National Capital Region Transportation Plan).
- 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, Visualize 2050 newsletter, 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 air quality conformity analyses, development of air quality state implementation plans (SIPs), scenario studies, and model development.** • **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.** • **Keep abreast of best practices in travel demand modeling.**
TOTAL COST ESTIMATE	**$**

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 primary inputs for the regional travel demand model, especially the transportation networks. 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 2026:

- 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. This typically represents a recent year. The most recent base-year transit network represented year-2023 conditions. The next likely base-year transit network would represent year-2025 conditions, but the cycle of development depends on the cycle of projects that would require network development, such as air quality conformity analyses and analyses related to developing air quality State Implementation Plans (SIPs). If a year-2025 base transit network is developed, the development would likely occur between December 2025 and March 2026 (i.e., FY 26).

- 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, project-planning studies, and air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), State Implementation Plans (SIPs) for attaining or maintaining air pollution standards, and greenhouse gas (GHG) planning studies. As noted above, the cycle of development – and the network years needed -- depend on the cycle of projects that would require network development, such as AQC analyses and analyses related to developing SIPs.
- 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. Possible consultant assistance to upgrade COGTools.
- 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).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- Develop a highway and transit network report for the Gen3 Travel Model.
- 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 is being 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). As noted below, the Gen3 Travel Model is currently in Phase 3 of its development. The goals of the Phase 3 development are 1) Usability testing, where the model is run in parallel with

the Gen2 Model, to make sure that it is performing as expected; 2) developing ancillary modeling processes, such as toll setting, which are needed to use the model for production work. The duration of the Phase 3 usability testing will be a function of whether and how many problems are detected. Since the Gen3 Travel Model is being run, in parallel with the Gen2 Travel Model, using a subset of the scenarios in the air quality conformity (AQC) analysis of Visualize 2050, and since the AQC analysis of Visualize 2050 has been delayed (TPB action is expected in December 2025), this has resulted in some delays in the Phase 3 development of the Gen3 Model. 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 2026:

- Staff the TPB Travel Forecasting Subcommittee (TFS). Conduct about six meetings per year.
- If not completed by end of FY 25, finish updating the COG/TPB's strategic plan for model development that directs the model development activities from a long-term perspective to support regional transportation planning.
- If not completed by end of FY 25, develop a request for proposals (RFP) to rebid the contract for an on-call consultant to provide travel demand modeling support. At this point, the RFP process is expected to be conducted in late FY 25 (April through June 2025). Staff anticipate a funding level like past funding levels (i.e., about $300k per year).
- 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. Consultant assistance could be sought for this effort under a planned travel demand modeling services on-call contract.
- Support both internal and external users of the TPB's production-use travel demand forecasting models-- currently the Gen2/Ver. 2.4 (trip-based) Model and the Gen2/Ver. 2.4.6 (trip-based) Model; AND, once it is deemed ready for production use, the Gen3 (activity-based) Model.
- Complete development of the TPB's next-generation travel demand forecasting model, which is expected to provide enhanced modeling capabilities compared to the existing trip-based model. Beginning in FY 20, TPB staff has been working with a consultant to develop a disaggregate, activity-based travel model (ABM), known as the Generation 3, or Gen3, Travel Model. The Gen3 Model is implemented in both the open-source ActivitySim software platform and Bentley Systems OpenPaths Cube software. The multi-year model development effort (FY 20 to FY 26) is divided into three phases, each with its own goals:
    - The goal of Phase 1, completed in February 2022 (FY 22) and led by the consultant, was to develop a prototype travel model that was lightly calibrated and could be used for testing by COG/TPB staff.
    - The goal of Phase 2, completed in March 2024 (FY 24) and led by the consultant, was to develop a travel model that was ready for production use.
    - The goal of Phase 3, which is led by COG/TPB staff and is to conclude by Dec. 2025 (FY 26), is to conduct usability testing of the Gen3 Model to ensure that the model is truly ready for production use and to develop ancillary modeling processes that will

be needed to use the model for production work. Phase 3 will involve running the Gen2 and Gen3 models for the same set of scenarios to compare the two models in a production environment (such as an air quality conformity analysis). During the Phase 3 usability testing, TPB staff will also be developing other facets of the travel model that are needed for production use, such as routines for estimating/setting toll values, and will also conduct sensitivity tests, which would supplement those tests already conducted under Phase 1 and Phase 2.

- Regarding the development of the Gen3 Travel Model, it is anticipated that a beta version of the model will be released to the public for testing in the fall of 2025 (FY 26) and it is anticipated that the TPB staff will be able to demonstrate that the Gen3 Travel Model is ready for production use in the spring of 2026 (FY 26). The exact timing depends on how smoothly the Phase 3 model usability testing goes.
- 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 continues to use the best of the available software packages. This subtask could run from early summer 2026 (FY 26) through the fall of 2026 (FY 27).
- 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, one possible approach is a continuous survey approach, where one surveys about five operators 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 COG's Planning Data and Research (PRD) Team. See Work Activity 7 ("Transportation Research and Data Programs") for further details.
- 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-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. In August 2024, however, AMPO indicated that the consortium should look for a new entity to serve as the administrative agent. It is hoped that a new administrative agent can be found and put into use by June 2025 (FY 2025).
- Keep abreast of best practices in travel demand modeling.

- Continue developing knowledge of, and provide 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.
- 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 (currently COGTools).

6. Mobile Emissions and Emissions Reduction Planning

OVERSIGHT

TPB Technical Committee in consultation with 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 SIP or a Maintenance SIPs, 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

$

The Mobile Emissions Planning work activity consists of two sub-activities: 1) Air Quality Conformity and Other Activities Associated with the Long-Range Transportation Plan; and 2) Mobile Emissions Analysis, Including Emissions Reduction Planning. 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, such as criteria pollutants and greenhouse gas (GHG) emissions, due to the on-road transportation sector.

6.1 AIR QUALITY CONFORMITY AND OTHER ACTIVITIES ASSOCIATED WITH THE LONG-RANGE 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 2026:

- Conduct the air quality conformity (AQC) analysis, i.e., the travel demand modeling and mobile emissions modeling, of the constrained element of the TPB's Long-Range Transportation Plan (LRTP), also known as the National Capital Region Transportation Plan (NCRTP), 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. The AQC analysis of the upcoming LRTP, known as Visualize 2050, is planned to run from May 2024 (FY 24) to fall 2025 (FY 26). TFEA staff also provide technical support for any other activities related to the LRTP, such as the performance analysis and the environmental justice analysis of the plan, both of which are led by the Plan Development and Coordination (PDC) Team.
- Conduct the AQC analysis of any off-cycle analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- 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 software, especially the latest versions of this tool, MOVES4, MOVES5, and possible further revisions to the model during FY 26. MOVES5 was released by the EPA for production use on December 11, 2024. This version of MOVES must be used immediately for the development of any new state implementation plans (SIPs) for attaining air quality standards. However, there is a two-year grace period for using MOVES5 for AQC analyses (ends Dec. 2026).
- Begin to use MOVES5 for production work for development of SIPs and/or, by Dec. 2026 (FY 27), for conducting air quality conformity analyses.
- Continue working to incorporate 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 LRTP. 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 AND EMISSIONS REDUCTION PLANNING

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.

- 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)

  - 2008 Ozone NAAQS: No future work foreseen.
  - 2015 Ozone NAAQS. Develop Maintenance or other SIP. This includes developing inventories of mobile emissions. This work may include the development of motor vehicle emissions budgets (MVEBs), which are set in the SIP for use in the AQC analysis. This work would typically involve developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx), two ozone precursors, using the EPA's MOVES model.

- 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 running MOVES4 for the AQC analysis of Visualize 2050. The use of MOVES5, initially for SIP work, could require that COG staff re-process the 2023 VIN data to increase the number of vehicle classification categories (though this work should not involve using the VIN decoder). This work is likely to occur from January to May 2025 (FY 25). $100k is reserved for possible consultant assistance.
- 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).
  - As noted above under Air Quality Conformity, MOVES5 was released by the EPA for production use on December 11, 2024. This version of MOVES must be used immediately for the development of any new SIPs. There is a two-year grace period for using MOVES5 for AQC analyses (ends Dec. 2026).
  - Begin to use MOVES5 for production work for development of SIPs.
- 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 planning (ERP) related to the on-road transportation sector
  - Provide technical support to COG/DEP staff regarding regional emissions reduction planning and electric vehicle planning activities, including the activities focused on implementation.
  - Regarding helping the region's implementing agencies move from planning toward implementation, COG/TPB staff plan to work with the TPB to conduct a study, with possible consultation assistance, to provide more information on emissions reduction strategies.
  - Develop transportation-sector mobile emissions inventories and track trends and progress.
  - Emissions reduction planning: Carbon Reduction Program (CRP): This program, established by the Bipartisan Infrastructure Law (BIL), provides funds for projects designed to reduce on-road transportation emissions. This subtask is likely to be an ongoing activity, similar to the solicitations for the Transportation Alternatives Set-

Aside program (TAP). 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.

- Emissions reduction planning: Climate Pollution Reduction Grants (CPRG): This program provides an investment of $5 billion to support efforts by states, municipalities, air pollution control agencies, and tribes to develop and implement strong, local emissions reduction strategies. The Comprehensive Climate Action Plan (CCAP) is due in December 2026. TFEA staff will coordinate with DEP staff, and the project consultant (ICF), regarding CPRG guidance.
- Emissions reduction planning: Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy: TBD.

- 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.

7. Transportation Research and Data Programs

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

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.

7.1 TRANSPORTATION RESEARCH AND ANALYSIS

OVERSIGHT	**TPB Travel Forecasting Subcommittee**
MAJOR PRODUCTS	• **Presentations, visualizations, and information reports on travel monitoring and travel trends analyses** • **Sampling plan, collected survey data, presentations and briefing materials for the Regional Travel Survey.** • **Collected survey data, presentations and briefing materials for Regional Transit Onboard data collection activities** • **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.

This activity will encompass the following in FY 2026:

- Continue Regional Travel Survey (RTS) activities begun during FY 2025. Activities in FY 2026 will include finalizing sampling methodology, conducting a survey pre-test, commencing field data collection, and updating programming scripts to prepare for RTS data editing, processing, and analyzing.
- Continue coordination of 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 would be 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 survey efforts. This may include, for example, collaborating with the Travel Forecasting and Emissions Analysis program staff, to develop and oversee a Transit On-board Survey (TOBS) to support regional travel demand forecasting activities, or with the Plan Development Coordination staff on public opinion survey(s) that may be conducted as part of the metropolitan transportation plan update.
- 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
- Continue work activities to consolidate travel monitoring activities, including data collection and reporting, into a more comprehensive travel monitoring program, which will feature data collected through traditional travel count/monitoring studies, data from Big Data products, data collected in support of the Congestion Management Process (CMP), as well as other travel data collection activities. The travel monitoring program will include wider access to collected data as well as visualizations developed to help users better understand travel trends occurring throughout the region.
- 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.
- Apply the use of Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model. This will include developing and applying use cases to use Big Data in specific analyses to evaluate the efficacy and applicability of Big Data in regional travel research and analyses. This could include passively collected origin-destination (O-D) data, roadway speed/volume data, roadway congestion data, transit speed/volume data, or other similar data for other travel modes, such as biking (see Task #5, "Travel Forecasting" and Task #3, "Planning Elements").
- Provide briefings to the TPB, TPB Technical Committee, 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 monitoring datasets to support PBPP and Gen3 modeling requirements**
- **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.

During FY 2026, 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.
- 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, the development of the LRTP.
- 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 development of 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. Also, update existing products (e.g. "major projects map" and dashboard for LRTP).
- 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	**Systems Performance, Operations, and Technology Subcommittee (SPOTS)**
MAJOR PRODUCTS	• **Updated CMP Technical Report**

- **National Capital Region Congestion Report Dashboard**
- **Vehicle Probe Data Users Group reference materials**
- **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:

- Produce the biennial 2026 CMP Technical Report.
- Compile information and undertake analysis for the development of major CMP components, including application of "big data" sources, in conjunction with big data acquisition and analysis activities.
- Develop enhanced visualizations comprising the National Capital Region Congestion Report, preparing and formatting the visualizations to be "refreshed" as data are updated and incorporated into the department's visualization resources described in the previous section, Data Management and Visualization services.
- 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 on an as-needed basis.
- Support the Vehicle Probe Data Users Group (VPDUG) and other applicable subcommittees in their role to foster technical and methodological coordination in the application of vehicle probe 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 $

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 LRTP, Visualize 2050, as well as the consideration of equity in regional land use and transportation planning. This includes supporting LRTP performance analysis, baseline (existing conditions), 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.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.
- 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.

9. Complete Streets Mobility and Enhancement Programs

OVERSIGHT	**TPB Technical Committee**
MAJOR PRODUCTS	• **Solicit and select projects for FTA Section 5310 funding** • **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	**$**

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

9.1 ENHANCED MOBILITY GRANT PROGRAM

COG is the designated recipient for the FTA "Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities" program. This task includes:

- 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. Next plan update is FY 2027.
- EM 7 solicitation begins in late FY 2025 and projects will be selected by January 2026.
- 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.

9.2 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.

9.3 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).

9.4 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 2025 UPWP**
TOTAL COST ESTIMATE	**$**

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 2027 UPWP.

11. Technical Assistance

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 **$**

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 9.2**
  To be completed by June 2026

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

- **TLC Technical Assistance awards, technical reports from contractors,**
  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. 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 2026.

11.2. MARYLAND DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE $

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

- **TLC Technical Assistance awards, technical reports from contractors,**
  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. 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 9.2,**
  To be completed by June 2026

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 $

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

- **TLC Technical Assistance awards, technical reports from contractors,**
  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 9.2,**
  To be completed by June 2026

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 $

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 2026

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 2026.

Continuous Airport System Planning Program

OVERSIGHT	**TPB Aviation Technical Subcommittee**
MAJOR PRODUCTS	• **Process 2023 Regional Air Passenger Survey, Phase 2** • **Air Cargo Element Update** • **2023 Ground Access Forecast and Element Update** • **2025 Ground Access Travel Time Study Update**
TOTAL COST ESTIMATE	**$ (Not funded with federal 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:

2025 Ground Access Travel Time Study Update

A critical and often overlooked component of the region's airport system is the transportation linkage between the airports and the surrounding communities. Travel time, quality of service and costs associated with the ground journey to the airport have been shown to affect the choice of airport and even the decision to travel by air. This study will permit analysis of travel time trends to the three commercial airports, as well as analysis of any new transportation improvements.

The purpose of the Ground Access Travel Time Study Update, which will begin during FY 2025, is threefold: (1) provide current data on travel times and levels of services for highway and transit access to the region's three commercial airports in support of airport access planning activities; (2) analyze changes in peak-period delay and levels of service on principal airport serving roadways and transit facilities; and (3) analyze changes in highway and transit accessibility to airports resulting from recent highway and transit improvements.

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) survey operations and data collection, (2) 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 2019 Regional Air Passenger Survey. In Phase 1, data collected as part of the survey was corrected and geocoded and the 2019 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.

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 AND REGIONAL 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); Regional Planning including STIP maintenance and updates; and update to the District's Long Range Transportation Plan (moveDC).

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. Sustain programs such as Streateries and Open Streets.

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 reflect 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.

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 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 2025 budget is $3,214,878.46 (Federal = $2,553,115.24 and District = $661,763.22).

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 2026-2031 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 2026 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 2026 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	**AMOUNT**
Systems & Programming	
CTP Development	$335,493
Regional Planning	$727,065
Congestion Management and Spot and Safety Improvement Project Development	$4,903,699
Traffic Monitoring Program	$1,032,199
Highway Statistics	$1,139,174
Highway Performance Monitoring System	$373,455
Special Studies	$803,810
TOTAL	**$9,314,895**

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 2026 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee (MWAQC) and the regional Climate, Energy, 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) Climate Energy, CEEPC; and (d) Commuter Connections Program (CCP).
- Oversight of the TPB/MWCOG activities such as: development/update of the long-range transportation plan, Transportation Improvement Program (TIP) regional air quality conformity analysis, regional Freight Plan, Performance-Based Planning and Programming (PBPP), Carbon Reduction Program, DMV Moves, TPB grant opportunities (Safety, Transportation Land Use Connections (TLC), Transportation Alternatives Programs (TA), Congestion Management Program (CMP) report, CCP, and other regional studies and activities undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling).
- Regional air quality planning related activities undertaken by MWAQC and CEEPC, including: development of PM2.5 Maintenance Plan, Ground-Level Ozone NAAQS Attainment SIP, Clean Air Partners program, Environmental Justice Air Quality Action Plan, and voluntary actions to help reduce regional greenhouse gases.

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 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 multi-modal 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 2026 include: US 1 from Cardinal Dr. Intersection to Route 234, Arcola Mills Dr. from Stone Springs Blvd to Loudoun County Parkway, Intersection of Fairfax County Parkway and Roberts Parkway, Van Dorn Street from Alexandria City Limits to Telegraph Road, Hoadly Road from Dumfries Road to Prince William County Parkway, Langston Blvd from N. Veitch St to N. Lynn St., and Leesburg Pike from Algonkian Pkwy to Route 15 Bypass, under the Strategically Targeted and Affordable Roadway Solutions (STARS) Program Corridor Improvement studies and Project Pipeline studies, Smart Scale performance-based project prioritization and funding process.

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, traffic impact studies for major developments, Transit Development Plan studies, corridor and sub area studies. etc.
- Participate in the development and/or review of the traffic forecasts as developed by consultants for VDOT ongoing preliminary engineering/design projects and studies.
- 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.

Local Planning Activities

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

- 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; 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.
- Review and provide comments on locally prepared corridor, subarea studies, and plan reviews.
- 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 STARS studies using SPR funds. These studies evaluate existing conditions data and traffic forecasts and develop project alternatives to address identified needs prior to a project being submitted for implementation funding. STARS studies that will be underway in FY 26 include:

- US 1 from Cardinal Dr. Intersection to Route 234
- Arcola Mills Dr. from Stone Springs Blvd to Loudoun County Parkway
- Intersection of Fairfax County Parkway and Roberts Parkway
- Van Dorn Street from Alexandria City Limits to Telegraph Road
- Hoadly Road from Dumfries Road to Prince William County Parkway
- Langston Blvd from N. Veitch St to N. Lynn St.
- Leesburg Pike from Algonkian Pkwy to Route 15 Bypass.

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)

Memoranda of Understanding

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

DRAFT Table A: Revenue - Detailed FY 2024 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2025, to June 30, 2026)

	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 2022	$ 709,697	$ 88,712	$ 88,712	$ 2,375,123	$ 296,890	$ 296,8	$ 76,126			$ 3,932,150
PRIOR UNEXPENDED	$ 137,375	$ 17,172	$ 17,172	$ 765,830	$ 95,729	$ 9	$ -			$ 1,129,007
CARRYOVER FY 2021	$ 99,925	$ 12,491	$ 12,491	$ 378,703	$ 47,338	$	$ -			$ 598,285
SUBTOTAL - DC	**$ 946,997**	**$118,375**	**$118,375**	**$ 3,519,656**	**$ 439,957**					**$ 5,659,442**
MDOT ALLOCAT										
NEW FY 2022	$1,609,051	$201,131	$201,131	$ 4,302,643	$ 537,8	,830	$ 135,050			$ 7,524,668
PRIOR UNEXPENDED	$ 328,930	$ 41,116	$ 41,116	$ 848,762	$ 106,095	06,095	$ -			$ 1,472,115
CARRYOVER FY 2021	$ 297,595	$ 37,199	$ 37,199	$ 699,043	7,380	380	$ -			$ 1,245,798
SUBTOTAL – MD	**$2,235,576**	**$279,447**	**$279,447**	**$ 5,850,448**		**$ 7 306**	**$ 135,050**			**$ 10,242,580**
VDRPT & VD										
NEW FY 2021	$1,418,994	$177,374	$177,374	$	$ 892	$ 446,892	$ 114,588			$ 6,357,252
PRIOR UNEXPENDED	$ 254,602	$ 31,825	$ 31,825	648	$ 98	$ 81,098	$ -			$ 1,129,237
CARRYOVER FY 2021	$ 303,532	$ 37,942	$ 37,942	72	90,850	$ 90,850	$ -			$ 1,287,917
SUBTOTAL – VA	**$1,977,128**	**$247,141**	**$247,141**	,726	**618,841**	**$ 618,841**	**$ 114,588**			**$ 8,774,406**
TOTAL /FTA FUNDING ALLOCATIONS										
NEW FY 2022	$3,737,741	$467,2	$467,218	0,252, 03	$1,281,613	$1,281,613	$ 325,763			$ 17,814,070
PRIOR UNEXPENDED	$ 720,908	$ 90,114	0,114	2,263,379	$ 282,922	$ 282,922	$ -			$ 3,730,359
CARRYOVER FY 2021	$ 701,053	$ 87,632	32	1,804,547	$ 225,568	$ 225,568	$ -			$ 3,132,000
SUB-TOTAL – FHWA-FTA	**$5,159,702**	**$644,963**	**$64**	**$ 14,320,830**	**$1,790,104**	**$1,790,104**	**$ 325,763**			**$ 24,676,428**
TOTAL BASIC UPWP	**$5,159,702**	**$644,963**	**$644,963**	**$ 14,320,830**	**$1,790,104**	**$1,790,104**	**$ 325,763**			**$ 24,676,428**
CASP PROGRAM								$ 288,090	$ 32,010	$ 320,100
SPR PROGRAM								$ 198,400	$ 49,600	$ 248,000
GRAND TOTAL UPWP	**$5,159,702**	**$644,963**	**$644,963**	**$ 14,320,830**	**$1,790,104**	**$1,790,104**	**$ 325,763**	**$ 486,490**	**$ 81,610**	**$ 25,244,528**

DRAFT

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

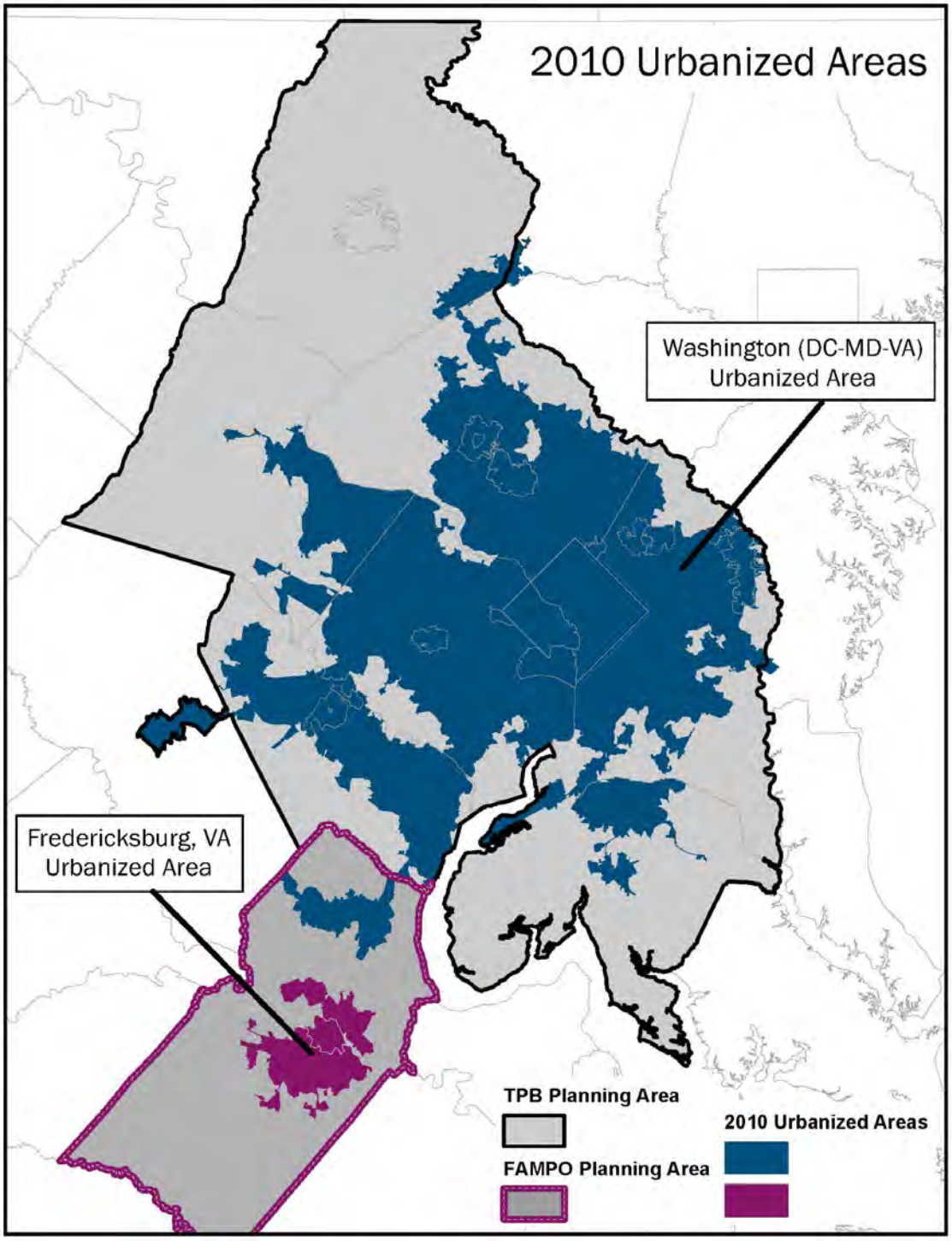
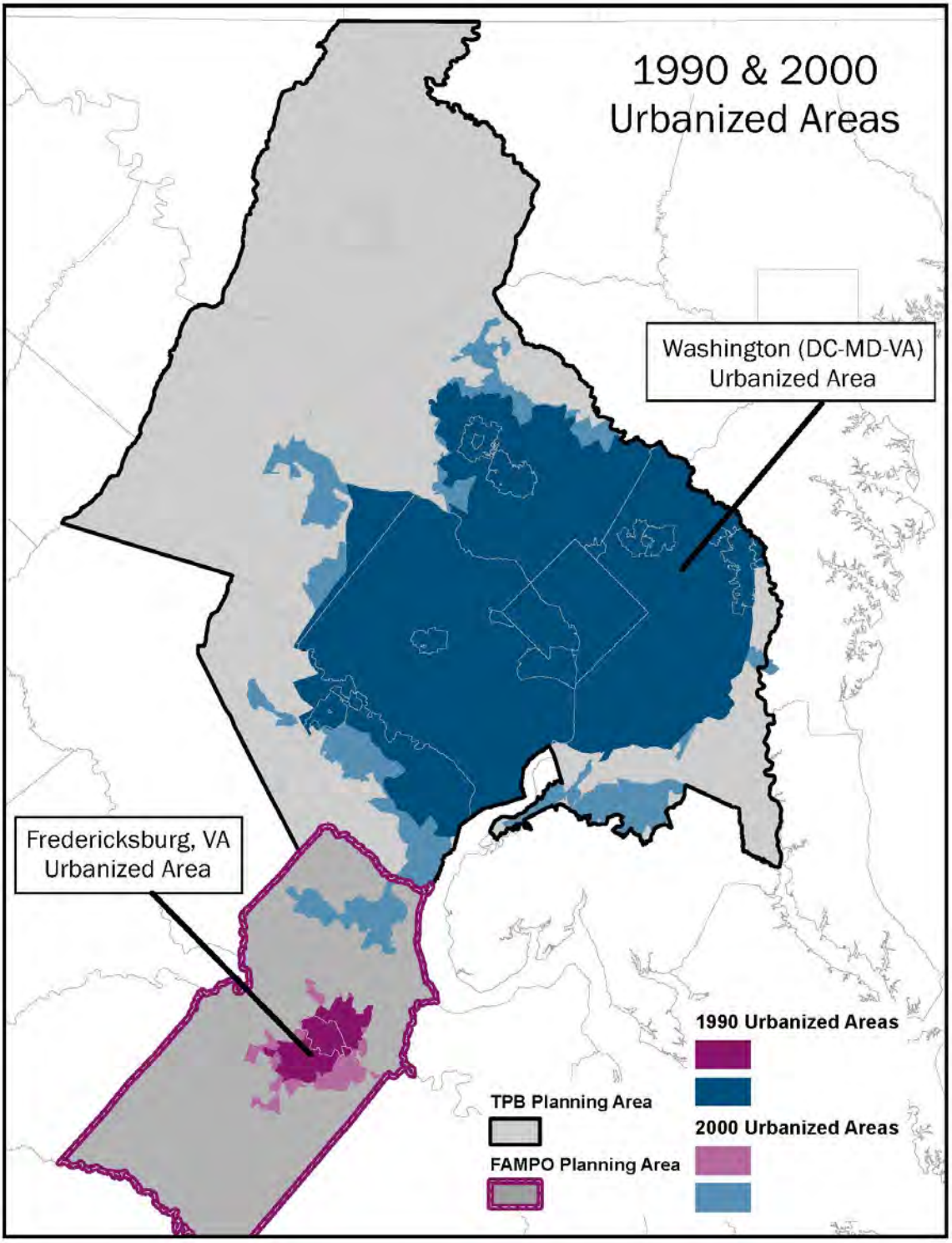


Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas – 1990 Vs 2000



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

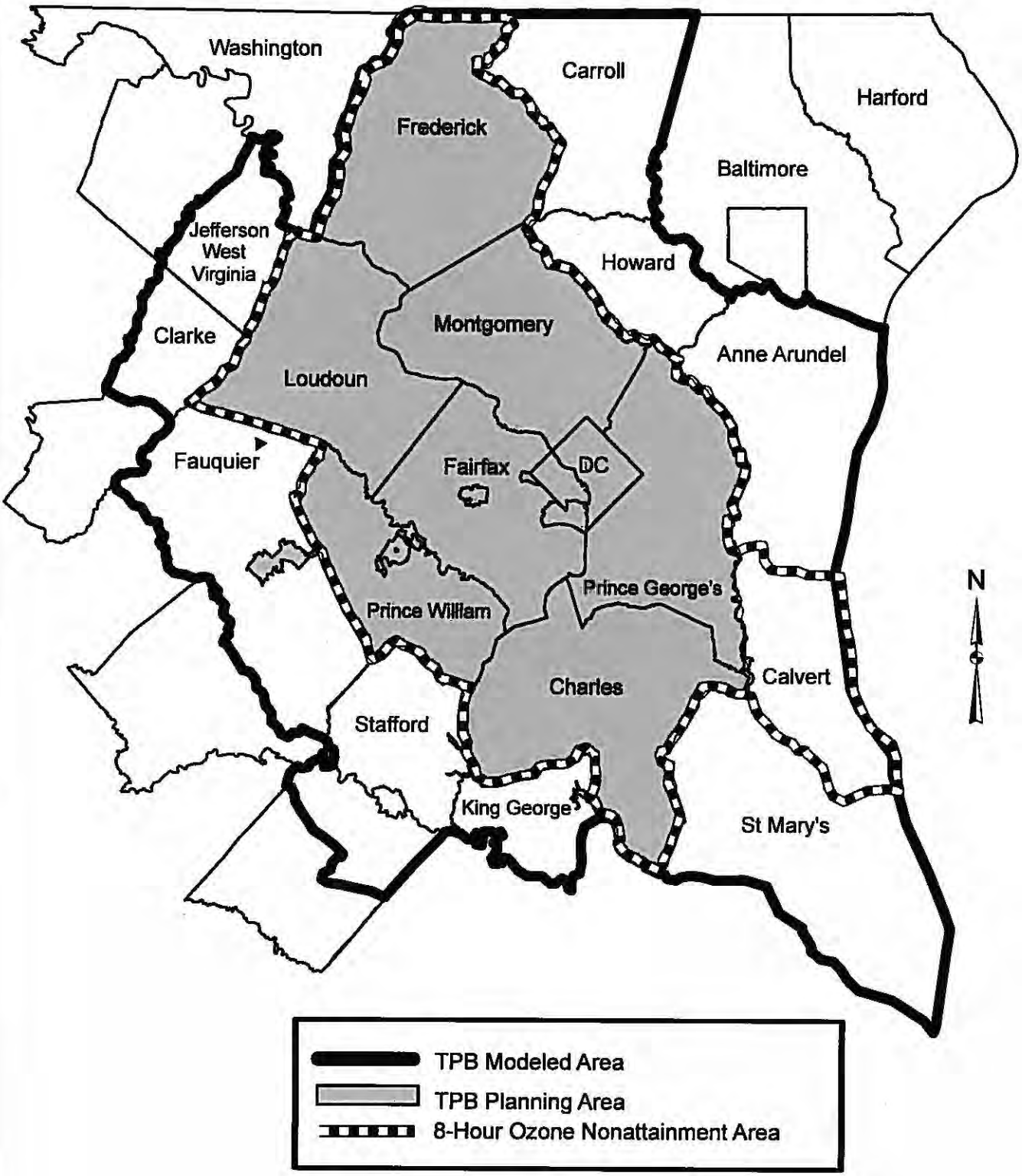
WHEREAS, the TPB, the C-SMMPO, and Calvert County have agreed to a process where C-SMMPO will develop Plans and TIPs to include Calvert County projects, and the TPB will continue to include theseCalvert County projects in its regional air quality conformity analysis;

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***

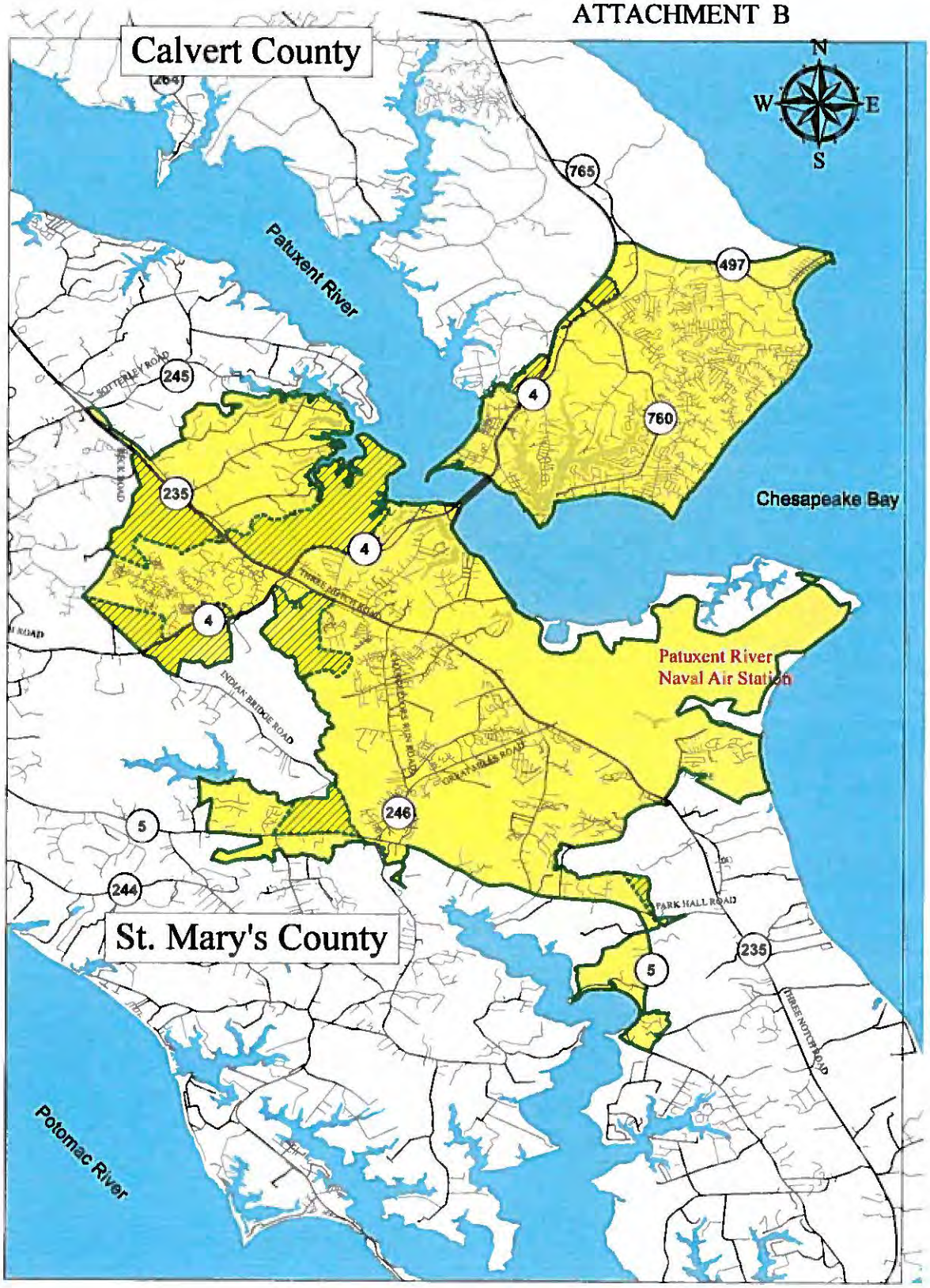
Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland document to ensure that transportation plans, programs, and projects in Calvert County are assessed for regional 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 R10-2024
March 21, 2024

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

RESOLUTION TO APPROVE
THE FY 2025 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 2024 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board (TPB) on March 15, 2023; and

WHEREAS, on February 15, 2024, the TPB released the draft FY 2025 UPWP for comment; and

WHEREAS, the TPB had the opportunity to review the outline and budget on January 17, 2024 and the draft document on February 21, 2024; and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 5, 2024 and the draft document on February 2, 2024, and recommended approval by the TPB of the final draft FY 2024 UPWP at its meeting on March 1, 2024; and

WHEREAS, on March 21, 2024, the TPB adopted resolution R9-2024 which identifies certain work activities and budgets for carryover funding from FY 2024 to FY 2025, and these work activities and budgets are incorporated into the final version of the FY 2025 UPWP.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2025 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

THE FY 2026 UNIFIED PLANNING WORK PROGRAM

New Activities and Highlights for Next Year

Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
February 19, 2025

National Capital Region
Transportation Planning Board

Agenda Item #8

Presentation Overview

- MPO Revenues and Expenditures
- MPO Focus Areas
  - New activities
  - Staff projects
- TPB to approve FY 2026 UPWP on March 19

MPO Revenues

- FHWA (PL) and FTA (Section 5303); State & Local Match (80% federal; 10% state DOTs; 10% local from COG dues)
- Preliminary revenues: approximately $27 million
- The total FY 2026 revenues: MPO funds and Other funds
- MPO Funds ($26.1 million)
  - “New” funds for the fiscal year
  - “Old funds” – unexpended from previous years (obligated to the MPO but not spent)
  - “Carryover” funds – from current year UPWP (FY 2025) (anticipate not being able to spend by June 30, 2025)
- Other Funds ($0.833 million)
  - Continuous Air Systems Planning
  - State Planning & Research

TPB Work Activities Revenues DRAFT

Feb. 13, 2025

TABLE 1
REVENUE ESTIMATES FOR FY 2026 UPWP - DRAFT

	FTA SEC 5303 80% FED & 20% STATE AND LOCAL	FHWA PL FUNDS 80% FED & 20% STATE AND LOCAL	FHWA SAFE AND ACCESSIBLE TRANSP. OPTIONS SET-ASIDE1	OTHER CASP (FAA: 90/10) FHWA (SPR:80/20)	TOTALS
DISTRICT OF COLUMBIA - ALLOCATIONS					
NEW FY 2026	*$873,312*	*$3,028,279*	*$77,648*	-	*$3,979,239*
PRIOR UNEXPENDED	$267,234	$1,037,742	$0	-	*$1,304,976*
FY 2024 CARRYOVER	$80,418	$309,340	$0		*$389,758*
SUBTOTAL - D.C	**$1,220,964**	**$4,375,361**	**$77,648**	**-**	***$5,673,973***
MARYLAND - ALLOCATIONS					
NEW FY 2026	*$2,011,314*	*$5,378,304*	*$135,050*	-	*$7,524,668*
PRIOR UNEXPENDED	$798,561	$1,876,058	$0	-	*$2,674,619*
FY 2024 CARRYOVER	$204,326	$560,093	$0		*$764,419*
SUBTOTAL - MD	**$3,014,201**	**$7,814,455**	**$135,050**	**-**	***$10,963,706***
VIRGINIA - ALLOCATIONS					
NEW FY 2026	*$1,773,742*	*$4,468,922*	*$114,588*		*$6,357,252*
PRIOR UNEXPENDED	$679,118	$1,844,285	$0	-	*$2,523,403*
FY 2024 CARRYOVER	$180,192	$465,632	$0		*$645,823*
SUBTOTAL - VA	**$2,633,052**	**$6,778,839**	**$114,588**	**-**	***$9,526,478***
TOTAL FUNDING ALLOCATIONS					
NEW FY 2026	*$4,658,368*	*$12,875,505*	*$327,286*	-	*$17,861,159*
SUB-TOTAL PRIOR UNEXPENDED	$1,744,913	$4,758,085	$0	-	*$6,502,998*
FY 2024 CARRYOVER	*$464,936*	*$1,335,064*	*$0*		*$1,800,000*
TOTAL BASIC UPWP	**$6,868,217**	**$18,968,654**	**$327,286**	**-**	***$26,164,156***
OTHER TPB PROGRAMS					
Continuous Airport Sys. Plann. (CASP)		-		$584,793	$584,793
State Planning & Research (SPR)	-	-		$248,000	$248,000
GRAND TOTAL UPWP	**$6,868,217**	**$18,968,654**		**$832,793**	**$26,996,949**

UPWP DRAFT EXPENDITURES

Preliminary expenditures: approximately $26,996 million

Expense Type	Total
Sub-total Staffing (DTP, Other COG, Interns)	$7,582,084
Sub-Total Overhead (Benefits & Indirect Costs)	$7,362,093
Sub-Total Studies / Technical Assistance to Member agencies /Technical Assistance and TLC/TAP/TWR/RRSP	$7,954,495
Sub-Total Data and IT Services	$2,341,000
Other Direct Costs	$1,757,274
Total UPWP Program Expenditure (Including CASP and SPR)	$26,996,949

Source: FY 2026 Draft UPWP Table 3 (page 37)

Sneak Peek at New Activities

- Visualize 2050 and FY 2026-2029 TIP Approval
- Safety activities
- National Capital Region Bicycle and Pedestrian Plan Update
- National Capital Region Freight Plan Update
- Resiliency - analysis on impacts of extreme heat to transit riders with particular focus on access to critical infrastructure
- Emission reduction activities
- Gen3 Travel Model beta version release
- Regional Travel Survey

Safety Activities

- Staff will continue implementation of safety actions begun in FY 2025
  - **Conduct inventory of R3-2021 strategies**: Gather information via a questionnaire or interviews to ascertain the implementation status of the specific strategies noted in TPB's safety resolution.
  - **Automated Traffic Enforcement data gathering (regional and national best practices)**: Develop a technical "white paper" about enforcement strategy outcomes.
  - **Assist COG with Enforcement Reciprocity**: Assist COG's efforts by developing a policy "white paper" that reviews enforcement programs and policies, current reciprocity opportunities, and constraints, among other related topics.
  - **Work with COG on regional advocacy strategy**: Coordinate with COG on opportunities to partner with other safety-focused or enforcement organizations and advocacy groups on a regional advocacy strategy related to safety legislation and rulemaking. Coordination with the TPB to submit comments for safety-related federal safety rulemaking would continue.

Mobile Emissions Analysis & Emissions Reduction Activities (1)

- Prepare and test MOVES5, released on December 11, 2024, which will be used for new state implementation planning (SIP) activities for attaining the 2015 National Ambient Air Quality Standards for Ozone
- Provide technical support to COG/DEP staff regarding regional emissions reduction planning and electric vehicle planning activities, especially those focused on implementation

Mobile Emissions Analysis & Emissions Reduction Activities (2)

- Help the region's implementing agencies move from planning toward implementation: TPB staff to conduct a study or workshop, with possible consultant assistance, to provide more information on emissions reduction strategies
- Develop transportation-sector mobile emissions inventories and track trends and progress

FY 2026 New/Enhanced Activities

- Regional Travel Survey (RTS) data collection begins as part of new enhanced format, transitioning from a “once-a-decade” to a more frequent survey activity
- Regional coordination of future transit on-board surveys (TOBS)
- Travel Monitoring Program enhancement, including incorporating Congestion Management Process (CMP) data collection activities
- Travel Forecasting
  - Update TPB’s strategic plan for travel demand forecasting methodologies
  - Gen3 Travel Model (TPB’s developmental activity-based travel demand forecasting model)
    - Beta release of Gen3 Model
    - Conclude Phase 3 development (usability testing) to ensure the model is ready for production use
    - Develop new highway and transit network report for Gen3 Travel Model

FY 2026: Additional Highlights (1)

- Performance Based Planning and Programming (PBPP)
  - Set annual highway and transit safety targets
- Update the National Capital Trail Network map
- Activities addressing emerging topics: Curbside Management, Micromobility
- Technical updates to Cooperative Forecasts, if necessary
- Analyze growth forecasts in relation to Regional Activity Centers, transit areas, and other areas of special planning considerations

FY 2026: Additional Highlights (2)

- Community Leadership Institute
- Transportation Research and Data Programs
  - Analyze regional travel behavior and characteristics revealed in travel surveys, research, and Big Data analyses
  - Continue development of visualizations on regional travel trends, including enhancements to TPB Resources and Applications Page (TRAP)
  - Conduct travel monitoring updates
  - Provide cross-program geospatial data analysis, data management services, and visualizations
- Technical Assistance Program

FY 2026: Multimodal Board Initiatives

- 5310 Program:
  - Begin Enhanced Mobility (EM) 7 solicitation in the Summer 2025
  - TPB approval December 2025
- Administer Transportation Land-Use Connections (TLC), Transportation Alternatives Set Aside (TAP), and Transit Within Reach (TWR) programs
- Continue Regional Roadway Safety Program (RRSP)

Next Steps

- Finalize “New funds” estimates
- Confirm “Unexpended funds” amounts
- Finalize “Carry over”– projects/funding that won’t be spent in current FY 2025
- Balance the revenues and expenditures
- Finalize document for March 19 Board approval

Lyn Erickson

Plan Development and Coordination Program Director
(202) 962-3319
lerickson@mwcog.org

mwcog.org/tpb

777 North Capitol Street NE, Suite 300
Washington, DC 20002

National Capital Region
Transportation Planning Board

ITEM 9 – Information
February 19, 2025

Briefing on the Draft FY 2026 Commuter Connections Work Program

Background: The board will be briefed on the draft Commuter Connections Work Program (CCWP) for FY 2026 (July 1, 2025 through June 30, 2026). The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The board will be asked to approve the FY 2026 CCWP at its March 19 meeting.

TPB
Agenda Item 9
February 19, 2025

FY2026 COMMUTER CONNECTIONS WORK PROGRAM –DRAFT

February 2025

COMMUTER CONNECTIONS®
A SMARTER WAY TO WORK

FY2026 COMMUTER CONNECTIONS WORK PROGRAM
February 19, 2025

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, 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).

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SUMMARY

Program Overview

Commuter Connections is a regional transportation demand management (TDM) program operated by staff to the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG). The program develops and implements several products and services that encourage efficient use of existing transportation infrastructure by reducing the amount of vehicle miles traveled (VMT) and vehicle trips (VT) on the system. The overarching TDM strategy of Commuter Connections is to reduce the demand side of congestion (i.e., reducing the number of people commuting alone in single occupant vehicles) rather than expanding the supply side. Reducing the number of people commuting alone can produce benefits such as reduced roadway congestion, reduced commuting and travel costs, reduced energy use and greenhouse gas emissions, improved air quality, and improved public health.

Commuter Connections is a network of 25 transportation organizations that work together to promote alternatives to driving alone to work, which includes carpooling, vanpooling, taking transit, teleworking, bicycling, scootering, or walking. Work products and services affiliated with the program are developed by TPB staff in concert with the program funders, which include the District of Columbia, Maryland, and Virginia Departments of Transportation (DOTs). The Maryland Transit

Administration and the Virginia Department of Rail and Public Transportation also provide indirect funding and support to the program through local rideshare programs. The Commuter Connections Work Program (CCWP) serves as an annually-updated framework for program implementation that details products and services administered by the program.

The program serves commuters throughout the District/Maryland/Virginia megaregion, stretching north-to-south from southern Pennsylvania through central Virginia; and east-to-west from Delaware to eastern West Virgina. This geography is considered the program's commuter shed, as shown in Figure 1 on the following page. Specifically, the program targets Commuters who originate anywhere within the commuter shed and terminate within the TPB-defined National Capital Region, which is outlined in bold within Figure 1. The dark yellow area is a slightly different service area for commuters participating in the Guaranteed Ride Home program.

History and Context

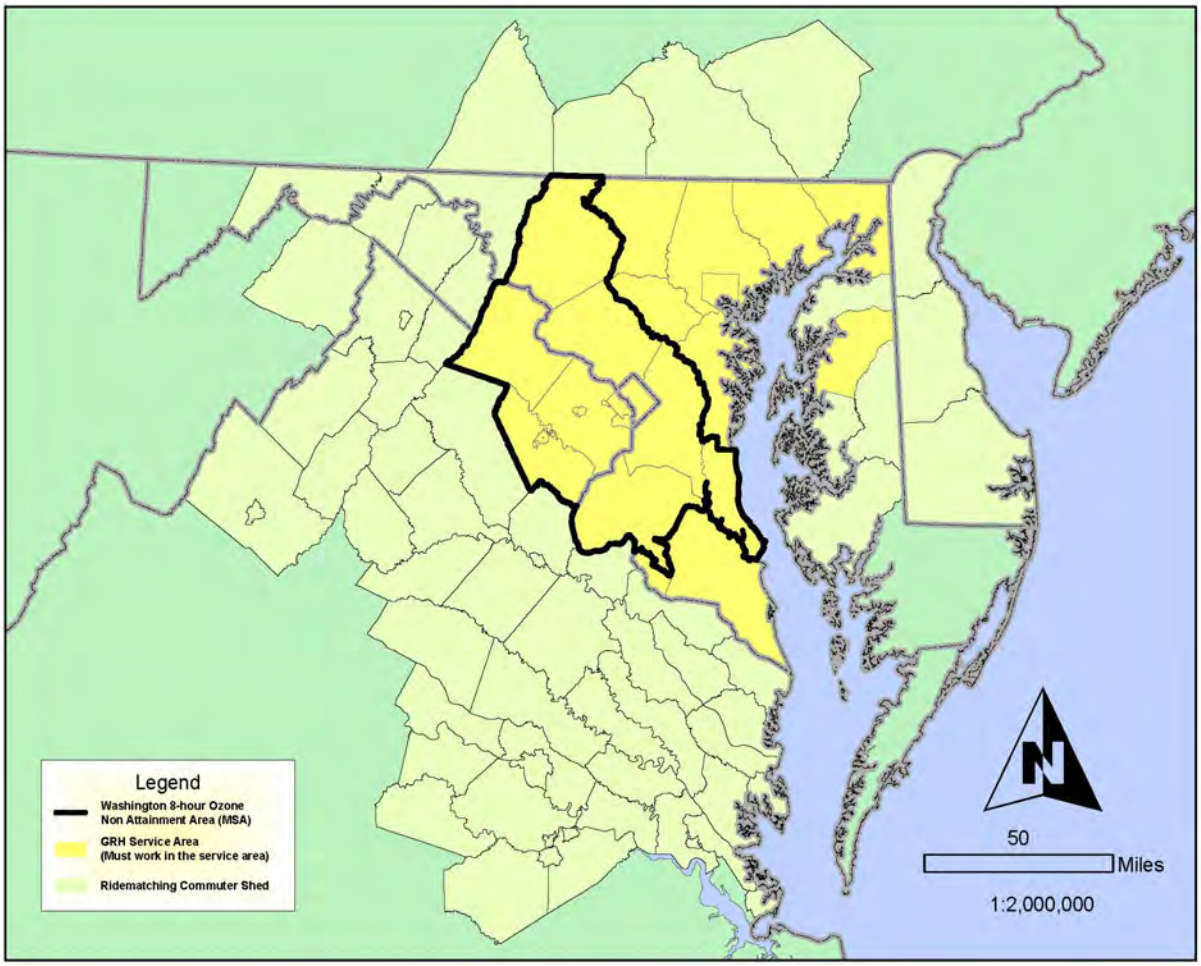
Commuter Connections was originally created in 1974 as the Commuter Club, providing one of the first computerized carpool matching systems in the nation. The Commuter Club network consisted of TPB, the General Services Administration (GSA), and the Greater Washington Board of Trade. TPB provided direct ride-matching services to the public, a free service which is still in operation today. In the 1980s, the City of Alexandria, Fairfax County, Montgomery County, Prince William County, and the Northern Virginia Transportation Commission joined the network. Commuter Club network members used TPB's ride-matching software and shared one regional database.

In the mid-1980s the network changed its name to the RideFinders Network. By 1994, the network had grown in membership to include all Washington D.C. area local governments, a few federal

agencies, several Transportation Management Associations, local governments from the Baltimore area, and southern Maryland.

In the mid-1990s the TPB began adopting transportation emissions reduction measures to reduce the emission of certain pollutants by vehicles on the roadway system. Many of these measures were strategies to reduce travel demand and change travel modes. These regional measures were funded by the three state DOTs. The DOTs approached the TPB to help administer some of these TDM strategies across the region. TPB agreed to expand the service offerings of the RideFinders Network and in 1996, the RideFinders Network changed its name to Commuter Connections with the three state DOTs funding all activities of Commuter Connections. Starting in 1997, new services began to be implemented, annually or biennially, including internet-based services beyond just carpool/vanpool matching: transit route and schedule information, a regional Guaranteed Ride Home program, bicycling to work information, park-and-ride lot and HOV lane information, telecommute/telework program assistance, InfoExpress commuter information kiosks, and employer services.

Figure 1: Commuter Connections Commuter Shed



Current Strategies and Programs

Commuter Connections operates several free commute-oriented programs. The proprietary ridematching system pairs individuals that have similar commutes together for potential carpool and vanpool opportunities. The regional Guaranteed Ride Home program provides commuters with a free ride home in the event of an unexpected emergency, personal illness, or unscheduled overtime.

Several programs provide incentives, such as cash rewards or transportation credits, to encourage commuters to try new modes of commuting, such as carpool, vanpool, transit, or walk/bike, instead of driving alone. These reward programs include CommuterCash, 'Pool Rewards, an Flextime Rewards. Commuter Connections also produces resources such as the regional Commute Options Map that includes Park and Ride locations across three states, and a Commute Cost Calculator to determine the true hidden costs of one's commute.

Regional events such as Bike to Work Day and the Regional Employer Commuter Competition are organized and facilitated by Commuter Connections to help generate excitement about alternative forms of transportation. These regional events, along with the many programs and services listed in the prior paragraph, are marketed to the public through Commuter Connections' robust mass marketing efforts.

Through the Employer Outreach service, Commuter Connections works with employers to help them establish commuter benefits and commute assistance programs for their employees at their workplace. For instance, telework resources are available to employers who wish to improve their polices. Commuter Connections employer outreach representatives familiar with each specific jurisdiction provide expert professional assistance to employers for commuting and telework needs.

Commuter Connections has a monitoring and evaluation activity. Feedback is gathered from program participants via surveys; data is analyzed and published into reports such as the TDM Analysis Report. Additionally, the public is surveyed as part of the State of the Commute, which helps provide insights on regional commuting trends. Data procured from these instruments informs decision-making on how to best operate and promote Commuter Connections' programs and services.

Recent Advancements

Commuter Connections continuously evolves to meet the needs of commuters and employers.

Post-pandemic Return to Office (RTO) employer policies have led to "hybrid-friendly" programmatic adjustments. For example, the VanHoppr Flexible Vanpool program was established to attract riders working hybrid schedules. The program was awarded federal funding through the Enhancing Mobility Innovation (EMI) program to help improve participant usability and target implementation within TPB's Equity Emphasis Areas (EEAs). Similarly, general outreach efforts have been adjusted to target EEAs more intentionally, where essential workers may not have the option to telework and are therefore more likely to benefit from Commuter Connections programs and services.

The successful incenTrip commute gamification and incentivization mobile app was awarded nearly $3 million in federal funding through the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program to enhance and expand the application throughout the greater Washington, DC megaregion. Technical work began in fall 2020 and concluded in fall 2023.

Efforts to transfer the incenTrip source code from the University of Maryland to COG transpired from fall 2023 to the end of 2024. Commuter Connections rebranded the incenTrip application as "CommuterCash" and launched the program in January 2025. COG now operates the program under the Commuter Connections suite of programs and services. A marquee regional commuter challenge, the goDMV Commuter Competition, was developed and launched in spring 2025 using CommuterCash as the primary vehicle for trip tracking. goDMV encourages friendly competition among employers and commuters alike to log their sustainable trips to earn points towards prizes.

Organizational Structure

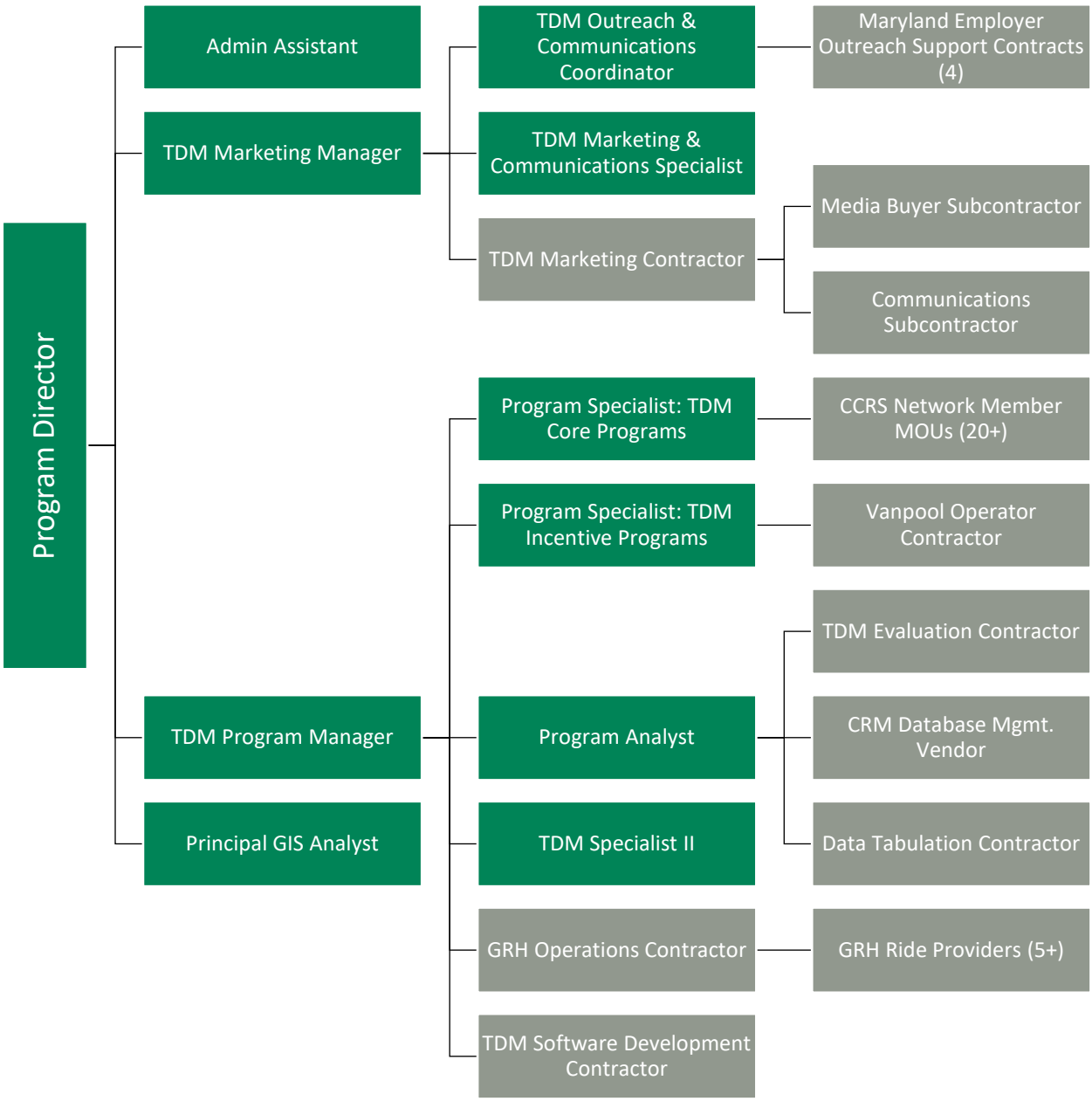
There are eleven TPB staff responsible for implementing the Commuter Connections program. The skillsets of the time are wide ranging. Marketing personnel manage and implement the entire Marketing element of the program, along with most activities related to Employer Outreach. Several team members assist in program operations, including direct assistance to commuters and network members. Analysts continuously track data points and compose reports to help inform data-driven decision making for the direction of the program.

Several contractors and network members aid in program implementation. TPB staff manage the work of all program contractors, with scopes of work developed at the onset of each fiscal year.

An organization chart, shown as Figure 2 on the following page, details the dynamic relationships between team members and contractors. Green boxes denote TPB staff, while grey boxes denote program contractors.

Support teams at COG also include an Office of Communications, Accounting, Procurement, and Human Resources. TPB staff coordinate with COG support staff as needed. Support staff salaries are partially funded by the "Management and Admin" budget line item shown on page 10.

Figure 2: TPB/Commuter Connections Staff Organization Chart



Network Members

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

Figure 3: Commuter Connections Network Members

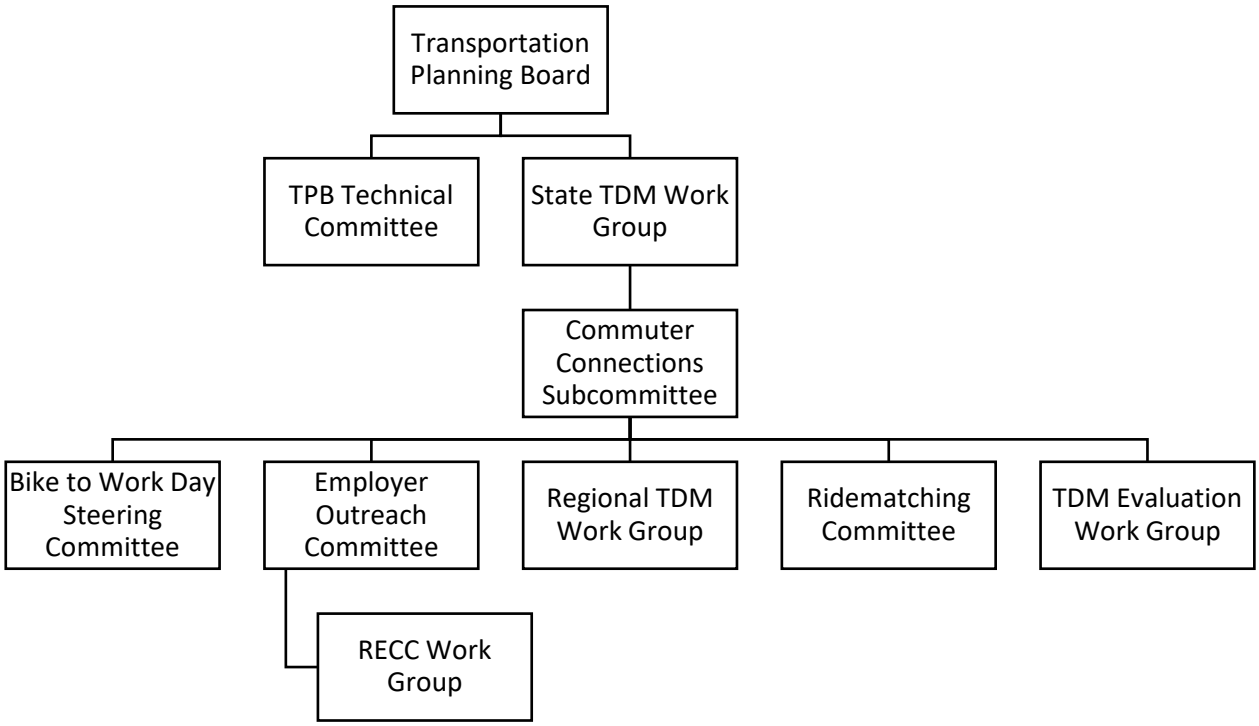
Regional		
COG/TPB		
District of Columbia		
DDOT/goDCgo		
Maryland		
Anne Arundel County	Food & Drug Administration	Montgomery County
Baltimore City	Frederick County	National Institutes of Health
Baltimore Metropolitan Council	Harford County	North Bethesda Transportation Center
Bethesda Transportation Solutions	Howard County	Prince George's County
	Maryland Transit Administration	Tri-County Council for Southern Maryland
Virginia		
Alexandria City	George Washington Regional Commission	Potomac and Rappahannock Regional Commission
Arlington County	Loudoun County	Rappahannock Rapidan Regional Commission
Department of Defense	Northern Shenandoah Regional Valley Commission	

Committee Structure

TPB and the state funding agencies have an established working group; the State TDM (STDM) Work Group, which meets monthly and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with TPB staff and the Commuter Connections Subcommittee.

There are various committees comprising subject matter exports that work to provide input, technical guidance, and general feedback for their respective program elements. The Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Commuter Connections Ridematching Committee meets quarterly to discuss technical issues regarding the Commuter Connections TDM System. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordinate on regional TDM advertising and marketing efforts. Specialized project work groups, such as the Regional Employer Commuter Competition (RECC) Work Group, will continue to meet as needed to address implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards.

Figure 4: Commuter Connections Committee Structure



Program Effectiveness

TPB staff routinely collect data via surveys and participant activity in Commuter Connections programs to determine overall effectiveness. A recent evaluation, which analyzed data collected from July 2021 – June 2023, shows that the program helps reduce 119,500 daily vehicle trips and 2,168,000 vehicle miles of travel each day which results in eliminating 0.4 tons of nitrogen oxides (NOx) and 0.3 tons of Volatile Organic Compounds (VOCs) emissions. Other notable societal benefits include reducing the number of hours commuters collectively spend stuck in traffic, reduced by 2,883 hours per day; and an estimated savings of 93,000 gallons of fuel per day. All told, the Commuter Connections program is estimated to produce a total daily cost savings of $519,800 for commuters in the region.

Planning Process Requirements

The TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major travel demand management component of the congestion management process to be approved by the TPB. Initially, Commuter Connections provided transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which was approved by the TPB as part of the annual update of the Long-Range Plan and Transportation Improvement Program. However, for the past decade or more the TPB has not required the use of the program's air quality impacts in the conformity analyses. In addition, Commuter Connections transportation impacts from its various programs may be needed to meet Performance Based Planning and Programming (PBPP) regional targets.

Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, Maryland Transit Administration, and the Virginia Department of Transportation. The Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend will be conducted regionally, and that the costs are allocated to the participating funding agencies per the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities. Commuter Connections program services have also been incorporated into larger construction projects such as the I-495 Express Lanes Northern Extension (495 NEXT) project in Northern Virginia, and emergency traffic management efforts such as the Key Bridge Collapse in Maryland.

Table 1: FY2026 Commuter Connections Budget by Expense Category

	Direct Labor Expense		Indirect	Non-Labor Direct Expense				
Work Activity	Salaries	Fringe Benefits[1] (24.45%)	Management & Admin[2] (58.54%)	Data & Equipment Costs	Contract Services	Subrecipient Pass-thru[3]	Other[4]	Total
Commuter Program Operations	$588,561	$143,903	$428,785	$68,600	$545,900	$0	$337,805	$2,113,555
Marketing	$371,857	$90,919	$270,909	$600	$905,000	$0	$3,090,000	$4,729,285
Monitoring and Evaluation	$137,812	$33,695	$100,400	$0	$230,000	$0	$55,000	$556,907
Employer Outreach	$103,153	$25,221	$75,150	$84,200	$40,000	$630,000	$131,000	$1,088,725
TOTAL	$1,201,384	$293,738	$875,244	$153,400	$1,720,900	$630,000	$4,243,805	$8,488,471

[1] Fringe benefits are calculated as a percentage of TPB program staff salaries.

[2] Management and Administration (M&A) is calculated as a percentage of the sum of direct labor expenses. M&A, or Indirect Costs, help fund the support teams at COG.

[3] Subrecipient pass-thru dollars are associated with the Maryland Local Agency Funding and Support program element and is funded exclusively by MDOT.

[4] Other direct costs are heavily comprised of commuter incentives/vanpool subsidies ($1,459,405) and promotions ($1,658,300), most of which are considered marketing. Samples of other direct costs include maintenance/equipment, capital expenditures, postage, printing, conference/meeting facilitation, software acquisition, and supplies.

Table 2: FY2026 Commuter Connections Budget by State Funding Agency

Funds Source	Commuter Program Operations	Marketing	Monitoring & Evaluation	Employer Outreach	Totals
District of Columbia (DDOT)	$240,907	$416,208	$65,715	$47,884	$770,714
State of Maryland (MDOT)	$1,087,188	$2,739,063	$245,039	$870,642	$4,991,932
State of Maryland (MTA)	$50,000	$0	$0	$0	$50,000
Commonwealth of Virginia	$735,459	$1,574,015	$246,153	$170,199	$2,725,825
Total	$2,113,555	$4,729,285	$556,907	$1,088,725	$8,488,471

NOTE: Local jurisdiction commuter assistance programs in Maryland and Virginia receive separate grants from the Maryland Transit Administration ($XX,XXX) and the Virginia Department of Rail and Public Transportation ($XX,XXX) to provide local services and to help support regional TDM program activities. State funders also provide supplemental assistance to local jurisdictions and contracts to implement the Employer Outreach project: DDOT- $XX,XXX; VDOT- $XX,XXX, and VDRPT- $XXX,XXX.

NOTE: Commuter Connections has a projected revenue stream of $8,100 for Commuter Connections TDM System Access Fees. Network members who do not receive funding from the state DOTs pay a $2,700 annual subscription fee to utilize the Commuter Connections TDM System. Subscribers in FY2026 are expected to include the Food and Drug Administration, Department of Defense / World Headquarters Services, and National Institutes of Health. Access fee revenues are considered supplemental to the CCWP and are used for Commuter Connections TDM System enhancements and maintenance.

TASK DESCRIPTIONS AND COST ESTIMATES

I. Commuter Program Operations

A. PROGRAM ADMINISTRATION AND TECHNICAL ASSISTANCE

Commuter Connections serves a network of local jurisdictions who use a common/regional platform and branding to implement TDM strategies. The Commuter Connections TDM System, a custom-built platform developed to fit the unique needs of the National Capital Region. All network members access and utilize the system to process commuters seeking a variety of information that may help optimize their commutes, include ridematch lists, transit information, enrollment in commuter incentive programs, etc.[5]

Local network members must be proficient with the Commuter Connections TDM System in order to effectively understand how to properly process commuter records and assist commuters. As such, TPB staff will provide technical support and training to network members who utilize the Commuter Connections TDM System.

Products and services to be completed by TPB staff include:

- Provide technical support and training to local Commuter Connections network members for the regional Commuter Connections TDM System.
- Provide customer service and software training for network members, as needed.
- Document specific technical support actions taken as well as daily commuter support given to network members.
- Review and distribution of received ridematching applications from the general public (i.e., appform assignments).
- Maintain and monitor VanHoppr activity in the TDM System. Provide support to network members utilizing the service.
- Conduct monthly purge process; distribute monthly commuter renewal notices.
- Update and distribute TDM System Training Manual, as needed.
- Matchlist and account renewal notice generation and distribution services.
- Produce member reports and fulfill member data requests.
- Update and maintain listing of Regional TDM Resources on commuterconnections.org.
- Archival maintenance of Federal Agency Employee Transportation Coordinator resources.

[5] TPB staff administers ridematching services for the District of Columbia and Arlington County.

- Staff the Commuter Connections Subcommittee, Ridematching Committee, and STDM Work Group.
- Monitor and update the CCWP Master Agreement as needed.
- Produce the annual Commuter Connections Work Program.

Oversight: Three committees will provide oversight for this task including:

- Ridematching Committee: Provide input and feedback on technical software processes within the Commuter Connections TDM System, suggest system enhancements, communicate technical support issues, and commute shared experiences as administrators.
- Commuter Connections Subcommittee: Provide input and comments on all projects in the current CCWP and any future CCWP under development or amendment.
- STDM Work Group: Review and provide updates to CCWP Master Agreement. Review and approve budgets for program elements. Provide input and comments on all projects in the current CCWP and any future CCWP under development or amendment.

Cost Estimate: $212,544

B. COMMUTER SUPPORT

For fifty years, TPB staff have provided accurate and helpful information to commuters seeking to optimize their commutes. TPB staff will continue to provide commute information services to commuters by means of telephone, email, and web chat. This includes assisting commuters as they review their ridematch list generated by the Commuter Connections TDM System, identifying plausible Park & Ride lots, transit options, and helpful bike/pedestrian resources. TPB staff will transfer commuters to a knowledgeable representative(s) at a local TDM program, when available.
Products and services to be completed by TPB staff include:

- Provide general customer service by answering the regional 1-800-745-RIDE line and TDD line in English and Spanish; respond to e-mails sent to the general intake email inbox (ridematching@mwcog.org).
- Process commuter applications within the Commuter Connections TDM System and provide proper follow-ups, where necessary.
- Provide commuter traveler information on alternatives to driving alone to the general public by various communication mediums such as the commuterconnections.org website, Commuter Connections TDM System, Commuter Connections mobile app, or printed materials.
- Update and maintain content on the Commuter Connections website and social marketing sites such as Facebook, Twitter, YouTube, Instagram, and other sites as needed.

Cost Estimate: $92,004

C. INFORMATION SYSTEM MAINTENANCE AND ENHANCEMENTS

Various technology investments are required to deliver accurate and desirable SOV commute alternatives to inquiring commuters. One of the primary means for compiling and disseminating customized and relevant information is the Commuter Connections TDM System. The TDM System is a custom-built platform developed to fit the unique needs of the National Capital Region. Many thousands of commuters use the system annually to find ridematch partners and explore their commute options, such as optimal bike routes, park and ride locations, and transit routes. Commuter Connections licenses access to the TDM System to approximately 25 network members throughout the region who specialize in TDM implementation within their respective jurisdiction, or in some cases, federal worksites.

Many isolated datasets are maintained and regularly updated in order to provide accurate, reliable commute information. These datasets include transit stop data, park and ride lot locations, bicycling information, and casual carpool pick-up points. All datasets must conform to the Commuter Connections TDM System's Geographic Information System (GIS) standards so that a robust set of linked and unlinked commute options can be presented to commuters. TPB staff must curate the datasets and along with GIS features such as the address locator, which geocodes all addresses within the Commuter Connections service area, and a navigable network that permits routematching for carpools and vanpools, bike navigation that prioritizes suitable bike segments, and transit linkages.

The information system powering Commuter Connections' technical capabilities must be maintained and regularly updated. The various Postgres databases and web application supporting the system are hosted online though Amazon Web Services. TPB staff will work in conjunction with the TDM System Software Development Contractor to maintain and enhance the Commuter Connections TDM System and associated products.

Products and services to be completed by TPB staff include:

- Provide daily routine monitoring and maintenance of the TDM System for approximately 25 client member locations in the region.
- Maintain and update Postgres database, software, modules, web apps, and applications comprising the Commuter Connections TDM System.
- Maintain and update mobile applications associated with the Commuter Connections program, such as CommuterCash and the Commuter Connections Mobile Application.
- Host, maintain, and protect web servers containing Commuter Connections assets.
- Update local and regional information for transit, telework and co-working center locations, park and ride lots, and bicycle route information. Some components will be integrated into the TDM System, others will be statically updated on commuterconnections.org.
- Manage and oversee TDM System Software Development Contractor.

Cost Estimate: $498,676

D. REGIONAL GUARANTEED RIDE HOME PROGRAM

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the use of alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

TPB staff processes all GRH applications received through the Commuter Connections TDM System, by phone, or by mail. As part of this process, TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections website, www.commuterconnections.org. Commuters may also call COG's Commuter Connections telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards along with corporate rewards coupons (if present), registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server.

GRH transportation service is provided by several taxi companies, a Transportation Network Company (TNC), and a rental car company all under contract with COG as well as Metrorail. Commuters make their GRH trip request through a menu option provided on the Commuter Connections 1-800-745-RIDE hotline, through the Commuter Connections website, or Commuter Connections mobile app. All requests are routed to the GRH Daily Operations Contractor. The contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense. Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

TPB staff will continue to update and maintain program participation guidelines, per guidance from the Commuter Connections Subcommittee. Should Staff feel changes are necessary, recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval.

Products and services to be completed by TPB staff include:

- Process requests from the general public for registration and re-registration to the program. Notify commuters when registration is about to expire.
- Prepare and send GRH new and re-registration ID cards, registration letters and participation guidelines on a weekly basis.
- Monitor and update GRH applicant database.
- Update and maintain program participation guidelines.
- Process GRH trip requests, approve/deny requests, and arrange rides.
- Management and monitoring of contract services for day-to-day operations, and ride providers this includes processing invoices for payment for contractors and for the general public for transit vouchers.
- Customer service training for GRH call center agents as needed.

Oversight: The Commuter Connections Subcommittee will provide input and feedback on GRH program operations, such as changes to the Program Guidelines.

Cost Estimate: $564,648

E. BALTIMORE AND ST. MARY'S GUARANTEED RIDE HOME PROGRAM

The Baltimore and St. Mary's Guaranteed Ride Home Program (GRHB) is an extension of the Regional Guaranteed Ride Home program described in the previous section. The program scales identical services consisted with the program requirements to the Baltimore region and St. Mary's County. Select marketing activities are also included in this element.

This program element is funded and directed exclusively by MDOT and MTA.

Products and services to be completed by TPB staff include:

- Process requests from the general public for registration and re-registration to the program. Notify commuters when registration is about to expire.
- Prepare and send GRH new and re-registration ID cards, registration letters and participation guidelines on a weekly basis.
- Monitor and update GRH applicant database.
- Update and maintain program participation guidelines.
- Development of marketing and advertising campaigns in the Baltimore metropolitan region.
- Collect and analyze data from monthly GRH customer satisfaction survey for program users. Produce annual customer satisfaction survey.
- Process GRH trip requests, approve/deny requests, and arrange rides.

- Management and monitoring of contract services for day-to-day operations, and ride providers this includes processing invoices for payment for contractors and for the general public for transit vouchers.
- Customer service training for GRH call center agents as-needed.
- Media buy funded by MTA for marketing and advertising campaigns in the Baltimore metropolitan region.

Cost Estimate: $190,090

F. COMMUTER INCENTIVE PROGRAMS

Commuter Connections operates robust commuter incentive programs to help shift behavior away from SOV commuting. Meaningful incentives can be earned by program participants who choose to rideshare, take transit, bike, walk, or use a variety of these modes to form a multi-modal commute trip. Commuters who routinely engage with Commuter Connections to verify their non-SOV commute modes by logging their trips through the CommuterCash mobile app or Commuter Connections TDM System can earn incentives in the form of cash or transportation credits.

The primary means of earning incentives is earning points through the CommuterCash app. Points are awarded based on a commuter's past travel patterns and current transportation network congestion levels. TPB staff, in conjunction with Commuter Connections network members, can adjust the points algorithm to award bonuses for special events (e.g., Car Free Day), major corridors under construction (e.g., I-495 NEXT), or to encourage specific modes (e.g., carpool promotions along I-270).

Additional incentive programs include the 'Pool Rewards Carpool Incentive Program and the Flextime Rewards program. Both programs are operated through CommuterCash. 'Pool Rewards offers bonus points for carpool trips and carpool expansion (e.g., HOV-2 to HOV-3). Flextime Rewards analyses the real-time and projected levels of congestion on the transportation network and awards bonus points to drivers who change their routine commutes to avoid areas of higher-than-normal congestion.

TPB staff actively monitor program participation in all Commuter Connections commuter incentive programs. This includes screening and registering commuters in the Commuter Connections TDM System, screening and approving eligible trip logs, and fulfilling incentive requests for participants.

Products and services to be completed by TPB staff include:

- Create and maintain instructions, tutorials, and other communications materials to simplify end-user participation.
- Monitor participation in CommuterCash, 'Pool Rewards Carpool Incentive Program, and Flextime Rewards Program. Enroll and assist program participants.
- Update the program's Terms and Conditions and Participation Guidelines as determined by the STDM Work Group or Commuter Connections Subcommittee.
- Review trip logs, registered carpools, and other activities to validate and authorize incentive payments in the form of cash or transportation credits. (Max per commuter: $600/year).

- Work with TDM Software Development Contractor on any technical issues and/or upgrades.
- Coordinate and implement technical updates.
- Provide targeted customer service and support to program participants.

Oversight: The Commuter Connections Subcommittee will provide input and feedback on Commuter Incentive Program operations, such as changes to the Program Guidelines.

Cost Estimate: $253,902

G. 'POOL REWARDS VANPOOL SUBSIDY PROGRAM

The 'Pool Rewards Vanpool Subsidy Program helps reduce the cost of starting and maintaining a new vanpool. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region are eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the 'Pool Rewards eligible vanpools receive an on-going monthly subsidy of $200 per month. TPB staff will investigate whether the subsidy may be increased to operate a more attractive program.

TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration's (FTA's) National Transit Database.

There will also be continued coordination with Virginia's vanpool incentive program, Vanpool Alliance.

Products and services to be completed by TPB staff include:

- Monitor participation and logging of trips in accordance with the program's Terms and Conditions, and Participation Guidelines.
- Update the program's Terms and Conditions and Participation Guidelines as determined by the STDM Work Group or Commuter Connections Subcommittee.
- Review and enroll vanpools into the program.
- Report vanpool data to the FTA's National Transit Database (NTD).
- Manage and oversee Vanpool Operator Contractor(s).
- Provide targeted customer service and support to program participants.

Cost Estimate: $153,349

Includes $50,000 subsidy budget

Oversight: The Commuter Connections Subcommittee will provide input and feedback on the 'Pool Rewards Vanpool Subsidy Program, such as changes to the Program Guidelines.

H. MDOT COMMUTER INCENTIVE PROGRAM FOR KEY BRIDGE EMERGENCY TDM

MDOT added a supplemental commuter incentive program to the FY2025 CCWP by means of Amendment 1, TPB SR7-2025. The program closely mirrors the existing Commuter Connections commuter incentive program, 'Pool Rewards, which incentivizes new carpools and vanpools to earn cash if their commute traverses a portion of the TPB planning area. Program administration efforts will be similar: TPB staff will screen carpools and vanpools, monitor travel activity, and issue incentive payments to carpools and subsidy payment to vanpool providers. The methods for accruing incentives for the MDOT Commuter Incentive Program are slightly different[6].

- Monitor participation and logging of trips in accordance with the program's Terms and Conditions, and Participation Guidelines.
- Update the program's Terms and Conditions and Participation Guidelines as determined by MDOT.
- Review and enroll carpools and vanpools into the program.
- Review trip logs and other activities to validate incentive payments.
- CARPOOLS: Authorize incentive payments in the form of cash or transportation credits. (Max per commuter: $600/year).
- VANPOOLS: Authorize subsidy payments directly to vanpool operators.
- Report vanpool data to the FTA's National Transit Database (NTD).
- Maintain BaltimoreCommutes.org "microsite" and report analytics to MDOT.
- Manage and oversee Vanpool Operator Contractor(s).

Cost Estimate: $106,181

I. SCHOOLPOOL

SchoolPool is a supplemental Commuter Connections program that serves as an off-the-shelf platform for schools seeking to promote and foster carpooling for student drop-off and pickup. https://schoolpool.commuterconnections.org/schoolpool/ , a spinoff of the Commuter Connections TDM Platform, serves as the independent, custom platform for SchoolPool. TPB staff does not promote SchoolPool, but instead works alongside local jurisdictions with coordinators who identify schools who wish to participate in the program. Commuter Connections will provide assistance to both coordinators and participants who register. Due to the ever-changing nature of student records, the entire database is defaulted into a purge at the end of every school year, unless a parent re-registers their student(s). TPB staff oversee purge communications and administration.

Products and services to be completed by TPB staff include:

- Provide program registration support to school administrators. Screen and approve new school applications.

[6] Finalized guidelines for this program are still in development as of publication.

- Provide customer support to parents of students.
- Perform the annual purge.
- Manage and oversee TDM Software Developer to maintain and enhance platform.

Cost Estimate: $42,160

II. Marketing

The Marketing program delivers a "brand promise" for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns, special events, and targeted initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to SOV commuters most likely to shift to non-SOV travel.

A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other ongoing Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Outreach for Commuter Connections regional marketing campaigns may include but are not limited in the use of direct mail to households and employers, radio, television, website, social media, web banner, bus and rail, special event advertisements, and keyword search engine sponsorships. TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing and overall Commuter Connections impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan. Select material will be provided to local jurisdictions for co-branding opportunities.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year-round marketing effort for regional TDM programs. Partnerships between Commuter Connections and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. Commuter Connections has also partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for the marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group

members. A Marketing Planning Workgroup will then be formed to provide input to the detailed creative development of the regional marketing campaigns.

A regional commute alternatives newsletter, Commuter Connections, will be published quarterly (at a minimum) and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs.

TPB staff will continue to maintain and update all Commuter Connections collateral materials and online information. This includes maintaining a crowdsourced marketing schedule that will feature Commuter Connections campaigns, alongside local efforts as reported by members of the Regional TDM Marketing Work group. This marketing schedule will be maintained with the intent to spur collaboration and coordination among programs throughout the region.

Products and services to be completed by TPB staff include:

- Prepare Marketing Communications Plan and a corresponding implementation schedule.
- Convene the Annual Marketing Workgroup to identify messaging themes for regional TDM marketing campaigns.
- Develop and implement creative materials for the regional TDM Marketing campaigns.
- Produce and place print and electronic advertisements using the Commuter Connections marketing themes for all TDM program services (ridesharing, transit, GRH, telecommuting, employer outreach, etc.). This includes website advertisement through social and digital media, banner ads and placement of keyword search engine sponsorships, radio, and television as well as value-added spots.
- Monitor the implementation of regional marketing campaigns and make adjustments to marketing campaigns, as needed. Include limited material related for VanHoppr and the 'Pool Rewards Vanpool Incentive programs.
- Produce a newsletter for employers and Federal Employee Transportation Coordinators. The newsletter will be distributed quarterly, with supplemental issues distributed as needed.
- Update and implement earned media plan.
- Maintain pertinent documents in the SharePoint repository for archival purposes and stakeholder access.
- Track the effectiveness of advertising campaigns through call volumes, and the internet.
- Process media placement invoices.
- Update and maintain printed regional marketing materials for ridematching, GRH, park and ride lots, and regional bicycling map.
- Attend and participate in commuter promotional events and other special events upon invitation from network members.
- Maintain crowdsourced marketing schedule of Commuter Connections and local jurisdiction marketing efforts.

- Leverage Car Free Day messaging opportunities.
- Manage and oversee Regional TDM Marketing Contractor(s).
- Staff the Regional TDM Marketing Group

Cost Estimate: $2,743,142

Includes $1,303,600 media buy budget

Oversight: The Regional TDM Marketing Group will provide input and feedback on Commuter Connections Regional TDM Marketing activities, such as review/comment of marketing collateral materials.

B. BIKE TO WORK DAY

A major marketing activity is the annual Bike to Work Day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by TPB staff, the state funding agencies, local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are offset by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work Day includes support for the planning and promotion of the event, the maintenance and management of the event website, and assistance at the various "pit stops" through new pit stop manager training and on the day of the event, development of promotional materials and advertising, and earned media. An "Employer Challenge" is also held which identifies the top five employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers' registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers and commuters. This will be accomplished through management and oversight of the event website, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

Products and services to be completed by TPB staff include:

- Implement regional Bike To Work Day event and promote to employers and to the public.
- Staff regional Bike To Work Day Steering Committee.
- Develop and implement an earned media plan.
- Media outreach and coordination of interviews.
- Develop and implement creative materials for Bike To Work Day.
- Coordinate and manage of the event website and social media page updates.
- Develop and issue a regional Bike To Work Day Proclamation.

- Coordinate a new pit stop manager orientation session.
- Coordinate regional pit stops for Bike To Work Day event.
- Design and distribute collateral materials to employers and the general public.
- Placement of advertisements; including but not limited to social media and digital ads, banner ads on the web, placement of keyword search engine sponsorships, radio, and print, and value-added spots.
- Solicit regional corporate sponsorships.
- Coordinate the Employer Challenge event.
- Coordinate and host an orientation session for new pit stop managers.
- Conduct Request for Proposal (RFP) process for t-shirt vendor.
- Process media placement invoices.
- Manage and oversee Regional TDM Marketing project contractor(s).

Cost Estimate: $249,995

Includes $67,000 media buy budget

Oversight: The Bike to Work Day Steering Committee will provide input and feedback on the Bike to Work Day event, such as determining logistical items, marketing collateral materials, event color theme, etc.

C. EMPLOYER AWARDS

TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute benefit programs at their respective worksite(s).

TPB staff will convene an Employer Recognition Awards work group will continue to provide input to the collateral material developed for the awards program.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and directly from the employers. TPB staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with TPB staff to validate nomination entries and obtain any clarification needed from nominees. TPB staff or the marketing contractor will facilitate the selection committee process and tally the voting ballots for each nominee. Once the selection committee makes its recommendations, the award winners will be notified. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for

the event including, but not limited to securing speakers, writing remarks, securing an event venue, and staffing the event. Additionally, COG's Office of Communications along with the marketing contractor will identify media opportunities to highlight the winners.

Products and services to be completed by TPB staff include:

- Identify award categories, nomination questions, and evaluation criteria.
- Produce and distribute awards nomination packet and coordinate award submissions with local jurisdictions.
- Coordinate logistics for awards selection committee, including meeting facilitation.
- Coordinate development and distribution of awards booklet, giveaway item, video briefs, trophies, and event photography.
- Develop and place print ad.
- Coordinate awards submissions with local jurisdictions.
- Identify and coordinate earned media opportunities.
- Process media placement invoices.
- Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event.
- Manage and oversee Regional TDM marketing project contractor(s).

Cost Estimate: $149,574

Includes $7,700 media buy budget

Oversight: The Employer Outreach Committee will provide input and feedback on the Employer Awards event, such as recommending criteria for evaluation.

D. COMMUTERCASH

As described in Section I.F., *Commuter Incentive Programs* of this document, CommuterCash offers meaningful incentives to program participants who choose to rideshare, take transit, bike, walk, or use a variety of these modes to form a multi-modal commute trip. Commuters who routinely engage with Commuter Connections to verify their non-SOV commute modes by logging their trips through the CommuterCash mobile app or Commuter Connections TDM System can earn incentives in the form of cash or transportation credits.

New for FY2026, marketing efforts for CommuterCash include several various commuter incentive programs that have been absorbed into CommuterCash: 'Pool Rewards, Flextime Rewards, and CarpoolNow.

Marketing and outreach efforts for CommuterCash will complement efforts listed in Section II.A., *TDM Marketing and Advertising*. The Regional TDM Marketing Contractor will develop a specialized media plan and marketing collateral targeted to SOV commuters who are open to exploring non-SOV

commute modes, along with reinforcing (albeit at a lesser degree) commuters who are already choosing non-SOV/sustainable commute modes.

- **Products and services to be completed by TPB staff include:** Coordinate with Regional TDM Marketing Contractor to develop media plan and messaging strategies.
- Develop and implement creative materials for the regional CommuterCash campaigns.
- Place media on the radio, television, and web and use of digital and social media marketing to advertise the program (e.g., Facebook, Instagram, etc.).
- Seek value-added content with media buy, such as bonus spots, sponsorships, blog posts, promotional offers, etc.
- Leverage Car Free Day messaging and bonus incentive opportunities.
- Process media placement invoices.
- Manage and oversee Regional TDM Marketing project contractor(s).

Cost Estimate: $384,472

Includes $150,000 incentive budget

Includes $130,000 media buy budget

Additional Budget: $15,000 for VDOT I-495 NEXT Project

Oversight: The Regional TDM Marketing Group will provide input and feedback on CommuterCash marketing activities, such as review/comment of marketing collateral materials.

E. MDOT COMMUTERCASH

The MDOT CommuterCash program is an extension of the standard CommuterCash program described in the previous section. The marketing element scales an expansion of nearly identical messaging and collateral to Maryland jurisdictions that are not in the TPB service area.

This program element is funded and directed exclusively by MDOT and MTA.

Products and services to be completed by TPB staff include:

- Coordinate with Regional TDM Marketing Contractor to develop media plan and messaging strategies.
- Develop and implement creative materials for the regional CommuterCash campaigns.
- Place media on the radio, television, and web and use of digital and social media marketing to advertise the program (e.g., Facebook, Instagram, etc.).
- Seek value-added content with media buy, such as bonus spots, sponsorships, blog posts, promotional offers, etc.
- Leverage Car Free Day messaging and bonus incentive opportunities.

- Process media placement invoices.
- Manage and oversee Regional TDM Marketing project contractor(s).

Cost Estimate: $128,102

Includes $50,000 incentive budget

Includes $50,000 media buy budget

F. BALTIMORE COMMUTES

TPB staff will operate the Baltimore Commutes program as part of the *MDOT Commuter Incentive Program for Key Bridge Emergency TDM* (Section I.H.). Incentives to encourage carpooling and vanpooling are a key component of the program; TPB staff will process incentives as they are earned by program participants. MDOT will handle all other marketing and outreach activities independent of Commuter Connections.

Products and services to be completed by TPB staff include:

- Process incentives to program participants.

Cost Estimate: $1,059,000 (Exclusive incentive budget)

III. Monitoring and Evaluation

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Commuter Connections program elements that were originally adopted as Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TDM program elements. Data collection and analysis for the Commuter Connections program elements occur over a three-year period. Results from this project will directly impact the FY2024 – FY2026 Regional TDM Program Analysis report for Commuter Connections. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM Work Group to make any necessary recommendations for changes to the TDM program elements being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, and Marketing. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by TPB staff.

A. DATA COLLECTION AND TDM ANALYSIS

Data collection analysis for the Commuter Connections TDM programs occurs over a three-year period. The current cycle began in fiscal year FY 2024 (July 1, 2023) and will conclude in FY2026 (June 30, 2026).

During FY2024, the previous data collection cycle's Regional TDM Program Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY2025, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2025 State of the Commute. A questionnaire for the Report and 2025 GRH Applicant Survey was developed.

During FY2026, the final year in the data collection cycle, TPB staff and the TDM Evaluation Contractor will conduct an evaluation of the regional Employer Outreach database as specified in the FY2024–2026 TDM Evaluation Framework Methodology Document. An employer telework survey will also be conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland. Inputs to the regional Employer Outreach database will be analyzed as a preliminary analysis of the model that will be used to determine transportation impacts based on documented employer-based TDM strategies from the 10 local Employer Outreach jurisdictions in the region, A Bike To Work Day survey of FY2025 program participants will be conducted. The 2025 State of the Commute Survey Technical Report will be finalized, a general public report will be prepared for printing, and a dashboard of results will be developed. Data collection for the 2025 Guaranteed Ride Home Applicant Survey Report will commence and a report will be published. Data will also be collected from either information in the regional TDM system database or through participant surveys for 'Pool Rewards and CommuterCash as part of the Mass Marketing TDM program element analysis. The Retention Rate Survey will be developed and distributed to Commuter Connections participants; data will be analyzed to establish a retention rate for the program.

The draft FY2024 – FY2026 TDM Analysis report will also be prepared using results from the various surveys that occurred in the current cycle. Results will then be incorporated into the TPB's regional congestion management process and used to support the region's air quality goals.

The STDM Work Group, along with other program stakeholders, have requested TPB staff explore the feasibility of implementing "micro survey" tactics to more nimbly and accurately collect data and perceptions from Commuter Connections program participants. TPB Staff and the TDM Evaluation Contractor will explore how to best implement micro survey approaches as a standard program operation, and how to best publish the data for stakeholder review.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The TDM Evaluation Contractor will also be fulfilling data requests that are received or needed by TPB staff during the course of the fiscal year.

During FY 2026, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation.

TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

Products and services to be completed by TPB staff include:

- Collect data as part of the 2025 GRH Applicant Survey and publish the report.
- Finalize 2025 State of the Commute Technical Report, produce the general report, and develop a dashboard with data collected from the survey.
- Collect data as part of the 'Pool Rewards Participant Survey and use the data as part of the triennial TDM Analysis.
- Regional evaluation of Employer Outreach database for FY2024 – FY2026 TDM Analysis Report.
- Survey Bike to Work Day participants. Produce a report using data collected from surveys.
- Survey current and past Commuter Connections program participants. Produce a report using data collected from surveys.
- Conduct Employer Outreach database analysis.
- Commence drafting the 2026 TDM Analysis Report.
- Identify opportunities to collect data via "micro surveys" from Commuter Connections program participants. Implement surveys and publish data for stakeholder review.
- Review employer database records.
- Classify employer records into levels of participation.
- Collect monthly Employer Outreach data from local jurisdictions.
- Fulfill data requests for network members, program stakeholders, media outlets, etc. requesting information related to the program.
- Coordinate the creation, distribution, analysis, and recommendations of Employer Commuter Surveys at employer sites, in partnership with local jurisdiction TDM representatives.
- Manage and oversee regional TDM Evaluation contractor(s).

Cost Estimate: $348,359

Oversight: The TDM Evaluation Group will provide input and feedback on data collection activities, survey methodology, and draft reports.

B. PROGRAM MONITORING AND TRACKING ACTIVITIES

TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce an annual summary of program statistics of the number and type of commuter traveler requests filled by Commuter Connections (including network members). Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users and produce a customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. TPB staff will also maintain and update the archived Employer Commute Survey database.

TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity. TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Quarterly Employer Outreach level of effort verification statements will be produced and distributed by TPB staff. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate the effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e., zip codes), radio stations, internet and social media advertising outlets used, etc. An event summary report will also be produced for the 2025 regional Bike to Work Day event.

Monthly program statistics will be collected, and quarterly progress reports will be provided for all program areas in the FY2026 CCWP and an annual progress report for FY2025 will be produced.

Products and services to be completed by TPB staff include:

- Collect and analyze data from monthly GRH customer satisfaction survey for program users. Produce annual report based on feedback from program users.
- Production of monthly Employer Outreach progress report and level of effort tracking sheet listing results of each local sales jurisdiction. Annual Employer Outreach analysis document with project recommendations.
- 1st and 2nd Half of the Year regional TDM Marketing Campaign Summary and Lead Analysis Document.
- Production of Bike To Work Day event report.
- Survey reports to Employer Outreach representatives from Employer Commute Survey results.
- Update and maintain Employer Commute Survey archive database.

- Manage and oversee Employer Commute Survey contract.
- Quarterly Employer Outreach sales contact data and conformity verification statements for 10 local jurisdiction sales territories.
- Produce quarterly and annual progress reports.
- Staff the TDM Evaluation Work Group.

Cost Estimate: $208,548

Oversight: Three committees will provide oversight for this task including:

- Commuter Connections Subcommittee: Provide input and feedback on data collection activities for the GRH customer satisfaction survey, and CCWP progress reports.
- Regional TDM Marketing Group: Provide input and feedback on campaign TDM Marketing Campaign Summary and Lead Analysis reports.
- Employer Outreach Committee: Provide input and feedback on quarterly employer outreach verification statement reports and the Employer Commute Survey process results, and archived database.

IV. Employer Outreach

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region's MSA. This program contains regional and jurisdictional components.

TPB staff provide overall administration and arrange for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia	Tri-County Council for Southern Maryland	Arlington County
Frederick County	Prince George's County	Fairfax County
Montgomery County	City of Alexandria	Loudoun County
		Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But local communities benefit from commute alternatives programs, as they help reduce traffic congestion, improve air quality and other societal benefits, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to "adequate public facilities ordinances" that have trip reduction requirements for affected employers.

Additionally, the Commonwealth of Virginia administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach program and has also allocated funding to the Connecting VA program for employers to either start or expand a telework program and for general marketing. The District Department of Transportation is using the pass-thru dollars for the program to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

1) Maintain and update a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.
2) Coordinate with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s) and develop a process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.
3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
5) Coordinate technical training for the regional sales database on an as-needed basis.
6) Support the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
7) TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections website.
8) Provide coordinated marketing materials for the program including but not limited to, customized sales portfolios and employer case studies.
9) Provide information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions through the Clean Air Partners program.
10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.
11) Operating the Regional Employer Commuter Competition through CommuterCash.
12) Providing and update, as needed, the Employer Levels of TDM participation.

The regional components of the program are listed in the three project tasks below.

Jurisdictional Components of the Employer Outreach Program include:

1) Contact individual employers in each locality (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.

2) Accomplish local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to Commuter Connections to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.

3) Commuter Connections support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.

4) Provide sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the three project tasks below.

Regional Component Project Tasks

A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING

Commuter Connections will maintain and support the regional employer database. Technical assistance and trainings will be provided to representatives within local sales jurisdictions. Investigative work on a potential new Client Relationship Management (CRM) database will commence.

Products and services to be completed by TPB staff include:

- Manage and monitor Employer Outreach regional database synchronizations and provision of sales representative database training as needed
- Maintenance and update of regional contact management database.
- Research alternatives to Act! platform as CRM for Employer Outreach program. Obtain licenses to new platform and/or integrate into TDM System Platform, depending upon research outcomes, which may include a Request for Information or Request for Proposal.

Cost Estimate: $117,937

Oversight: The Employer Outreach Committee will provide input and feedback on technical issues regarding the regional Employer Outreach database.

B. EMPLOYER OUTREACH FOR BICYCLING

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work ("Biking to Work in the Washington Area: A Guide for Employers and Employees)

and support/facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings as needed.

Products and services to be completed by TPB staff include:

- Employer assistance and seminars and bicycling and walking and regional Bicycling to Work Guide updates.

Cost Estimate: $14,067

Oversight: The Employer Outreach Committee will provide input and feedback on bicycling issues or outreach activities at employment sites.

C. REGIONAL EMPLOYER COMMUTER COMPETITION

Commuter Connections launched the inaugural Regional Employer Commuter Competition (RECC) in FY2025 as a collaboration with local partners. The RECC is a temporary campaign that utilizes gamification, friendly competition, and incentives to encourage mode shift among participants that results in long-term behavior change. Commuter Connections serves as the lead facilitator of the competition through the CommuterCash app. TPB staff support participants and facilitate rewards distribution. Staff also convene a work group to determine the competition's structure and create/scale communications materials for all participating jurisdictions.

Commuter Connections will promote the competition with regional marketing. TPB staff will work with the Regional TDM Marketing contractor to develop a media plan to guide media buys/ad placements and messaging.

Products and services to be completed by TPB staff include:

- Facilitate working group sessions to plan and prepare for an annual regional employer commuter challenge.
- In conjunction with regional partners, develop and disseminate outreach and support materials for employers/employees at participating worksites.
- Provide on-site support to participating employers.
- Adapt/enhance necessary software and technology to support regional needs.
- Solicit regional awards and prizes for participants. Facilitate prize distribution.
- Oversee Regional TDM Marketing Contractor in developing creative material and securing ad placements to promote the campaign.
- Operate the Challenge by registering and assisting employer teams and commuters, reviewing prize redemptions, conducting raffles, etc.

Cost Estimate: $153,165

Includes $50,000 media buy budget

NOTE: Incentive budget included in Program Element II.D., CommuterCash

Oversight: The Employer Outreach Committee will provide input and feedback on RECC structure and outreach strategy.

Jurisdictional Component Project Tasks

A. DC, MD, AND VA PROGRAM ADMINISTRATION

This project task includes the management and monitoring of pass-thru funding by TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

TPB staff will also work to promote policy templates and information for small and mid-size employers to adopt and implement Flextime and Telework programs at their workplaces as a resource.

Funding splits for this program element differs slightly from the traditional allocation amount due to Virginia's slightly more limited engagement with Commuter Connections oversight and support.

Products and services to be completed by TPB staff include:

- Electronic and printed updates of sales materials and case studies for DC, Maryland, and Virginia. These include, but are not limited to, a resource listing on commuterconnections.org, and print/electronic materials related to Commuter Connections Employer Outreach services and policy templates for telework.
- Sales training offered for sales and service representatives in the region for DC, Maryland and Virginia.
- Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites.
- Annual sales support conference calls for DC and Maryland jurisdictions.
- Staff the Employer Outreach Committee for DC, Maryland, and Virginia Employer Outreach representatives.
- Regional sales training sessions for Employer Outreach representatives.

Cost Estimate: $122,654

Oversight: The Employer Outreach Committee will provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.

B. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT

Local jurisdictions work with employers to develop and implement new or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers.

Products and services to be completed by TPB staff include:

- New or expanded employer-based TDM programs in Maryland. Provide oversight and assistance to local jurisdictions for implementation of voluntary transportation demand management strategies at private sector employment sites.
- Provide general telework information to the public, local agencies, and employers. Work with employers in Maryland to establish new or expand existing telework programs.
- Employer site visits by COG/TPB staff as requested or needed by Maryland jurisdictions.
- Contractual oversight of MDOT pass-thru funds for employer outreach efforts in Calvert, Charles, Frederick, Montgomery, and Prince George's Counties.

Cost Estimate: $630,000

C. MARYLAND EMPLOYER OUTREACH OUTSIDE THE NCR

Commuter Connections support for Maryland's Employer Outreach program outside of the National Capital Region (NCR) includes select components of Regional task IV.A., *Regional Employer Database Management and Training*, and Jurisdictional task IV.A., *Program Administration*. Eligible jurisdictions include:

MDOT – Statewide	Baltimore County	Howard County
Anne Arundel County	Carroll County	St. Mary's County
City of Baltimore	Harford County	

This program element is funded and directed exclusively by MDOT.

Products and services to be completed by TPB staff include:

- Management and monitoring of Employer Outreach regional database outside of the Washington DC non-attainment region and provision of sales representative database training as needed.
- Maintenance and update of regional contact management database.
- Sales training offered for sales and service representatives.
- Support to MDOT and local sales jurisdictions in Maryland to implement voluntary transportation demand management strategies at employment sites.

- Research alternatives to Act! platform as CRM for Employer Outreach program. Obtain licenses to new platform and/or integrate into TDM System Platform, depending upon research outcomes, which may include a Request for Information or Request for Proposal.
- Staff the regional Employer Outreach Committee for MDOT and Maryland local jurisdictions outside of the Washington DC non-attainment region.

Cost Estimate: $50,901

COMMUTER CONNECTIONS

FY 2026 Work Program (CCWP)

Dan Sheehan
Program Director, Transportation Operations Programs

National Capital Region Transportation Planning Board
February 19, 2025

Agenda Item #9

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Commuter Connections - Defined

- From the Commuter Connections Strategic Plan:
  - Network of public and private transportation organizations, including COG, state funding agencies, and local organizations, that work together to assist and encourage people in the Washington region to use alternatives to the single-occupant automobile.

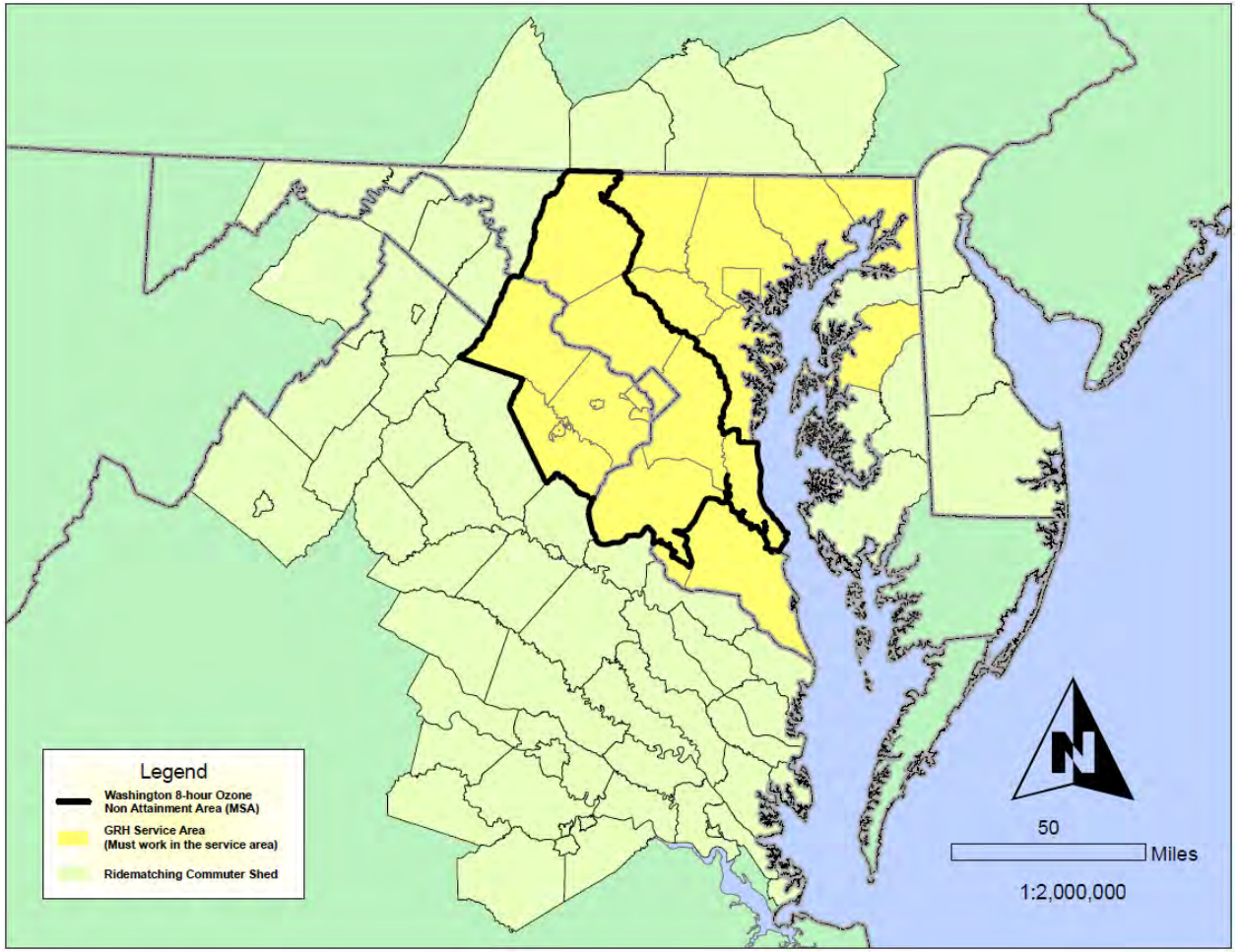
COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Role in the Regional Planning Process

- Travel demand management (TDM) is an important element of the TPB's federally required congestion management process.
    - Commuter Connections is the tri-state TDM program serving the TPB's planning area and beyond (larger region).
- TDM and reducing single occupant vehicle trips are important elements of the TPB's transportation planning priorities.
- Commuter Connections contributes to regional air quality and climate change goals by reducing vehicular emissions associated with commute trips.
    - Is part of the region's performance-based Plan (Visualize 2045) and Transportation Improvement Program (TIP).
- Commuter Connections contributes to various performance targets adopted by the TPB as part of its performance-based planning and programming (PBPP).

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Commuter Connections Geographic Coverage Area



COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Benefits of Commuter Connections

- Jurisdictions
  - Helps reduce and manage commuter congestion, goods movement, tourist travel
  - Helps reduce emissions (EPA criteria pollutants and greenhouse gases)
  - Supports local efforts to attract and retain employers
- Employers
  - Recruitment/Retention
- Workers
  - More commute options
  - Reduced stress/costs/time
  - Improved quality of life

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Daily Program Impacts and Effectiveness

Measure	Reductions
Vehicle Trips	119,500
Vehicle Miles of Travel	2,168,000
Nitrogen Oxides (NOx)	0.4 Tons
Volatile Organic Compounds (VOC)	0.3 Tons

Measure	Cost
Cost per Vehicle Trip Reduced	$0.19
Cost per Vehicle Mile of Travel Reduced	$0.01
Cost per ton of NOx Reduced	$49,000
Cost per ton of VOC Reduced	$59,700

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Daily Societal Benefit Cost Savings

Societal Benefit	Benefit Unit	Benefit Base Units	Cost per Unit of Benefit	Total Daily Cost Savings
Air pollution				
- NOx	Tons NOx removed	0.457 T	$1,612	$737
- VOC	Tons VOC removed	0.375 T	$133	$50
Greenhouse gases	Tons CO2 removed	836.0 T	$36	$30,096
Noise pollution	Total VMT reduced	2,168,829 VMT	$0.0223	$48,365
Congestion	Hours of delay reduced	2,883 hours	$30.43	$87,730
Excess fuel used	Gallons of fuel saved	93,484 gal	$3.40	$317,846
Health/safety	Crashes avoided/1 M VMT	2.193 crashes	$15,952	$34,983
All benefits				**$519,807**

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Proposed FY2026 CCWP Budget

- Budget Breakdown: **$8,488,471**
  - Staffing & Overhead: $2,370,366 or 28% of the overall budget
  - Contractor Services: $1,720,900 or 20% of the overall budget
  - Local Jurisdiction Pass-Thru: $630,000 or 7% of the overall budget
  - Promotions: $1,658,300 or 20% of the overall budget
  - Other Direct Costs*: $2,738,905 or 32% of the overall budget
- 2.5% decrease from FY2025 ($8,704,777)

**Other Direct Costs include commuter incentives, vanpool subsidies, maintenance/equipment, capital expenditures, postage, printing, conference/meeting facilitation, software acquisition, and supplies.*

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Proposed FY2026 CCWP Budget Allocations

Funds Source	Commuter Program Operations	Marketing	Monitoring & Evaluation	Employer Outreach*	TOTALS
District of Columbia (DDOT)	$240,907	$416,208	$65,715	$47,884	$770,714
State of Maryland (MDOT)	$1,087,188	$2,739,063	$245,039	$870,642	$4,991,932
State of Maryland (MTA)	$50,000	-	-	-	$50,000
Commonwealth of Virginia (VDOT)	$735,459	$1,574,015	$246,153	$170,199	$2,725,825
TOTAL	**$2,113,555**	**$4,729,285**	**$556,907**	**$1,088,725**	**$8,488,471**

**Additional allocations for local jurisdictions / contractors, subject to funding availability, from state funders*
NOTE: Commuter Connections has a projected revenue stream of $8,100 for Commuter Connections TDM System Access Fees.

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Demonstrated State Commitment

- RTO is causing a growth in demand for Commuter Connections services
- Capacity to scale due to unwavering commitment from state funders
  - Ready to meet anticipated renewed interest in commuter programs

Fiscal Year	Expenses	Budget	% Expended
2019	$5,742,609	$6,408,689	90%
2020	$5,069,297	$6,157,277	82%
2021	$3,561,050	$6,346,089	56%
2022	$5,317,406	$7,095,959	75%
2023	$5,504,821	$6,944,197	79%
2024	$5,635,263	$7,086,822	80%
2025*	TBD	$8,704,777	TBD

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Capacity to Continue Growth

Fiscal Year	Matchlists Generated	GRH Trips	Incentive Redemptions
2019	29,283	2,420	n/a
2020	19,640	1,777	1,501
2021	5,208	153	221
2022	11,300	344	230
2023	14,838	643	565
2024	13,109	739	625
% of Pre-Pandemic Capacity	67%	31%	42%
% Change from Peak-Pandemic	+152%	+383%	+183%

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

FY2026 Focus Areas

- Commuter Program Operations
  - Operate Key Bridge Collapse Emergency TDM Efforts
- Marketing
  - Compliment RTO with Commuter Incentive Programs
- Employer Outreach
  - goDMV Commuter Competition
- Monitoring and Evaluation
  - 2025 State of the Commute Report
  - 2025 GRH In-Depth Applicant Survey and Report
  - 2025 Bike to Work Day Event Survey and Report

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Approval Timeline + Next Steps

- State funding agencies reviewed the document and provided comments/edits.
  - State funding agencies approved the draft FY2026 CCWP on January 8, 2025.
- The Commuter Connections Subcommittee endorsed the FY2026 CCWP for release on January 15, 2025.
- TPB Tech Committee briefed on February 7, 2025, and will be briefed again on March 7, 2025.
- TPB will be asked to approve at the March 19, 2025, meeting.
- Secure funding commitments and TIP amendments by June.
- Program begins July 1, 2025.

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

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COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

ITEM 10 – Information
February 19, 2025

Commuter Incentives: Motivating Travel Behavior Change

Background: The board will be briefed on the concept of commuter incentive programs and how the TPB's Commuter Connections program utilizes incentives to encourage commuters to try non-SOV modes of transportation, which can reduce roadway congestion and improve air quality. Commuter Connections has operated various incentive programs for over ten years, and by the end of this month, will fully launch the new CommuterCash program that will eventually encompass several incentive programs within one mobile application.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Dan Sheehan, Program Director, Transportation Operations Programs
SUBJECT: Commuter Incentives: Motivating Travel Behavior Change
DATE: February 13, 2025

There are many commuter incentive programs in existence within the National Capital Region (NCR). These programs primarily exist to encourage motorists – particularly commuters – to avoid driving alone to-and-from work by instead choosing a more sustainable travel option, such as carpool, vanpool, transit, bike, or walk. Each single-occupant vehicle (SOV) removed from the road network as a result of a commuter incentive program helps optimize efficiency of the network, reduce vehicular congestion, and improve air quality. Examples of these programs currently available in the NCR include SmartBenefits (pre-tax and direct benefit), vanpool subsidies through Vanpool Alliance in Northern Virginia, the Commuter Tax Credit in Maryland, and High Occupancy Toll (HOT) lanes.

As Return to Office initiatives begin to materialize in the NCR, commuter incentive programs can play a key role in reducing vehicular demand on the region's roads during peak commute times.

USING INCENTIVES FOR INITIAL AND SUSTAINED CHANGE IN TRAVEL BEHAVIOR

For those who may be open to changing their travel behavior, commute incentive programs can be the final jolt needed to try something new.

Incentives can be deployed in two different phases: A beginning phase that motivates initial mode shift, and a second phase intended to sustain the shift. It is difficult for individuals to muster the motivation to break an existing habit; the same holds true for commuting. To initiate an initial shift, a strong, lucrative incentive can be used to help nudge a commuter out from a drive-alone commuting habit and into a more sustainable mode choice. After a new habit is formed, which is believed to take around 90 days, the incentive may shift focus to instead sustain the new travel behavior. This may require less financial investment in the incentive, as maintaining the status quo is the natural tendency of most people.

SUMMARY OF COMMUTER CONNECTIONS INCENTIVE PROGRAMS

Commuter Connections, a program of the TPB, operates several commuter incentive programs available to commuters throughout the region. 'Pool Rewards incentivizes new carpool formation. Commuters can register their carpool their new carpool with Commuter Connections and receive up to $320 over ninety days. Participants earn their reward by tracking their trips. Each commute trip that includes two or more occupants can earn $2.50, or $5 per day. For a limited time, while the I-495 NEXT project is ongoing in Virginia, VDOT is offering carpools with three or more occupants that travel along the I-495 NEXT corridor an additional $100 bonus incentive.

Commuter Connections provides a $200 monthly subsidy to newly-formed vanpools who have at least seven participants. The $200 helps reduce the cost of a monthly vehicle lease for the vanpool. To maintain eligibility, the vanpool must track their trips in a manner consistent with the Federal Transit Administration's National Transit Database (NTD) requirements.

CommuterCash is a new incentive program designed by Commuter Connections to nudge commuters towards sustainable travel modes. The program is operated from a custom-built mobile application that gamifies commutes by offering reward points for commuters who use the app to track their trips. Program participants can use the app to explore their travel options; they will discover that that app awards a greater number of points for travel modes that are not driving alone. Participants accumulate points to be redeemed for financial rewards, such as cash, Visa gift cards, SmarTrip fare, or E-ZPass credits.

For a limited time, the goDMV Commuter Competition will be administered via CommuterCash. goDMV is a friendly competition between employers in the region. Employees of participating employers log trips in CommuterCash to earn credit towards leaderboards. The employer with the greatest amount of trip logs at the end of the competition will receive rewards; along with top-performing commuters.

Participants in Commuter Connections incentive programs can earn up to $600 per year.

COMMUTER INCENTIVES

Motivating Travel Behavior Change

Dan Sheehan
Program Director, Transportation Operations Programs

National Capital Region Transportation Planning Board
February 19, 2025

Agenda Item #10

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

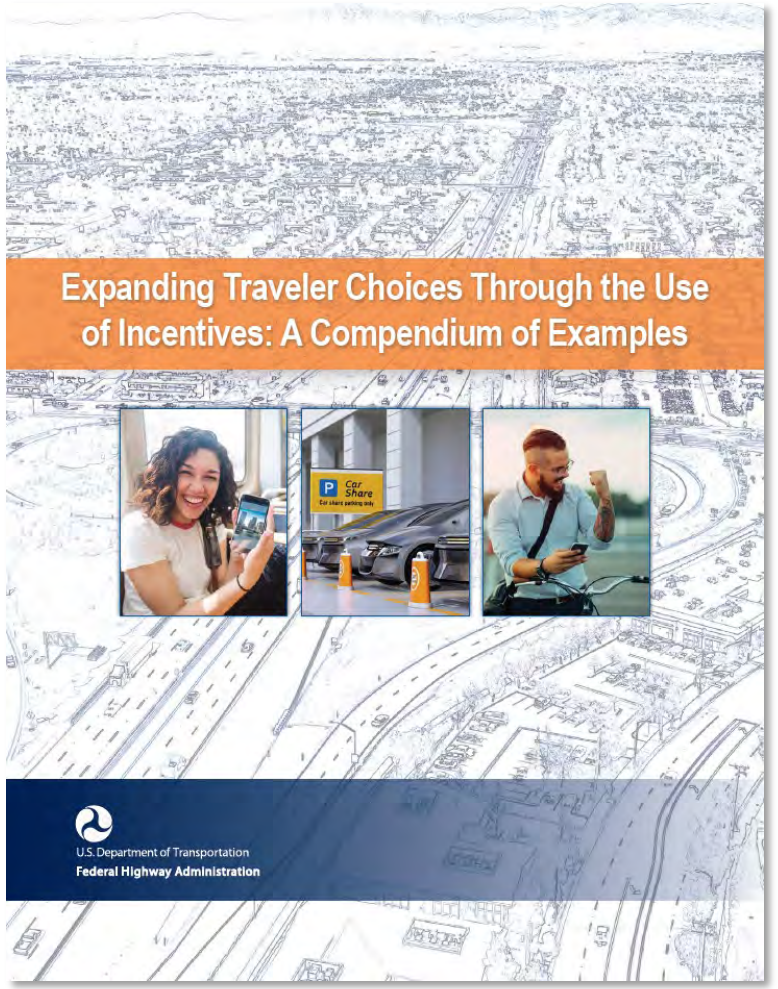
Concept

- Travel behavior change requires motivation
  - Cash incentives offer a nudge to try something new
  - Effects compounded if existing commute mode is viewed unfavorably
    - Severe roadway congestion
    - High cost of parking, gas, and/or vehicle maintenance
    - Stress from “fighting traffic”
- Commuter Incentive Programs nudge commuters to try non-single occupancy vehicle travel modes
  - Phase 1: Initial Shift
  - Phase 2: Sustain Shift

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

Commuter Incentive Programs in the DMV

- SmartBenefits
  - Direct Benefit & Pre-tax
  - Supplemental benefits – Ex. Fairfax County SmartBenefits Plu$50
- Vanpool Subsidies
  - Vanpool Alliance
- Commuter Tax Credits – Ex. Maryland
- High Occupancy Toll (HOT) Lanes
- TPB's Program: Commuter Connections



https://ops.fhwa.dot.gov/publications/fhwahop18071/index.htm#toc

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

‘Pool Rewards – Carpool Incentive

- Incentivizes **new** carpools anywhere in the region
- Commuters can sign up by registering their new carpools in Commuter Connections webpage
- Staff will review and approve
- Carpools can earn up to **$320** over **90** days
  - **$5** per day
- Hybrid-friendly: No weekly requirement
- VDOT I-495 NEXT Bonus: **$100**

https://www.commuterconnections.org/programs-and-incentives/pool-rewards/

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

‘Pool Rewards – Vanpool Subsidy

- **$200** monthly subsidy available to eligible vanpools
  - Applied towards vehicle lease
  - Vanpools must be “newly formed”
- Rosters require at least **7** commuters
- **80%** occupancy requirement
- Eligibility maintained through routine trip logging

https://www.commuterconnections.org/programs-and-incentives/pool-rewards/

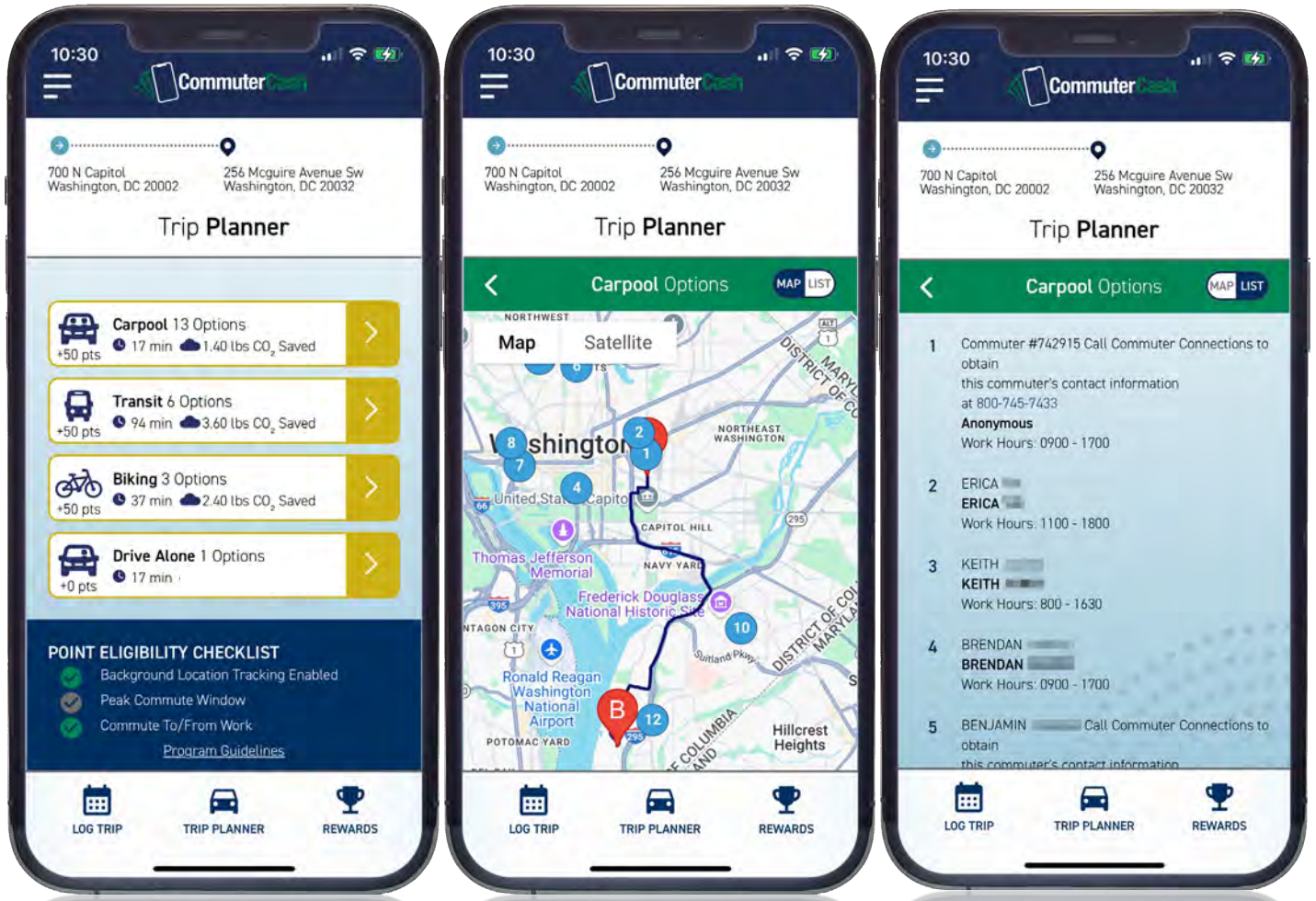
COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

CommuterCash – Overview

- Smartphone based incentive program
- Originally developed by University of Maryland with FHWA grant and collaboration with Commuter Connections
- Commuters track commute trips to accumulate points
- Number of points awarded varies by travel mode and past travel behavior
- Points can be redeemed for a variety of incentives, including cash, SmarTrip fare, and E-ZPass credits
- Maximum incentive of **$600** per calendar year

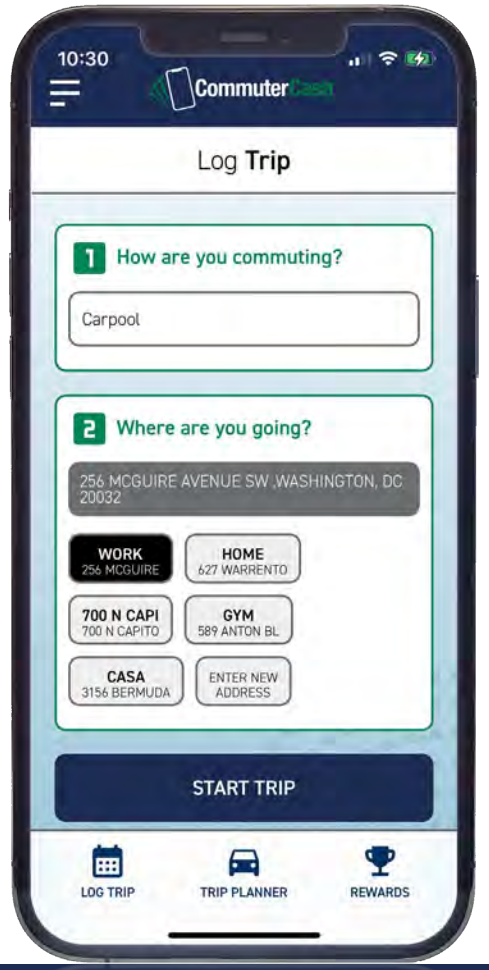
CommuterCash – Trip Planner

- Explore travel options in the Trip Planner
- Discover point awards, travel time, emissions reduced
- Sustainable trips earn more points
- Carpool option is prioritized
- “Points Eligibility Checklist” shows whether the trip will award the designated amount of points
    - All three green checkboxes must show

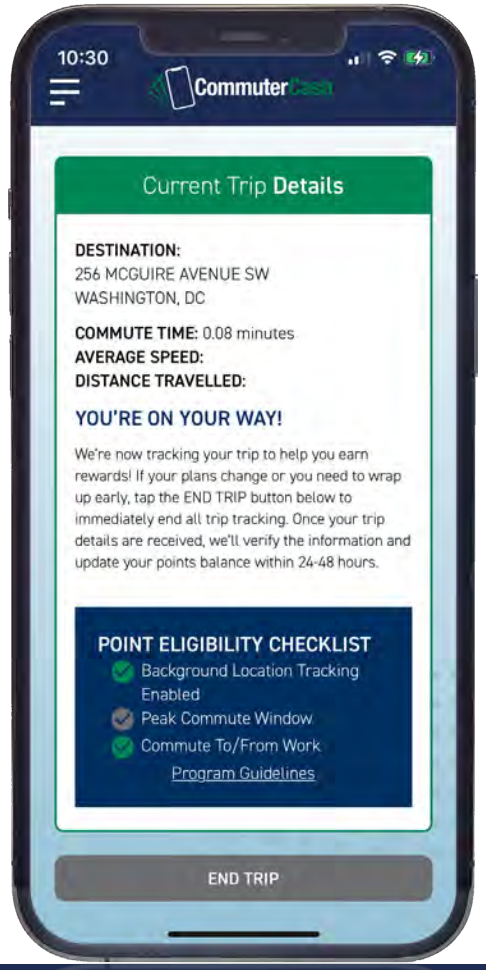


COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

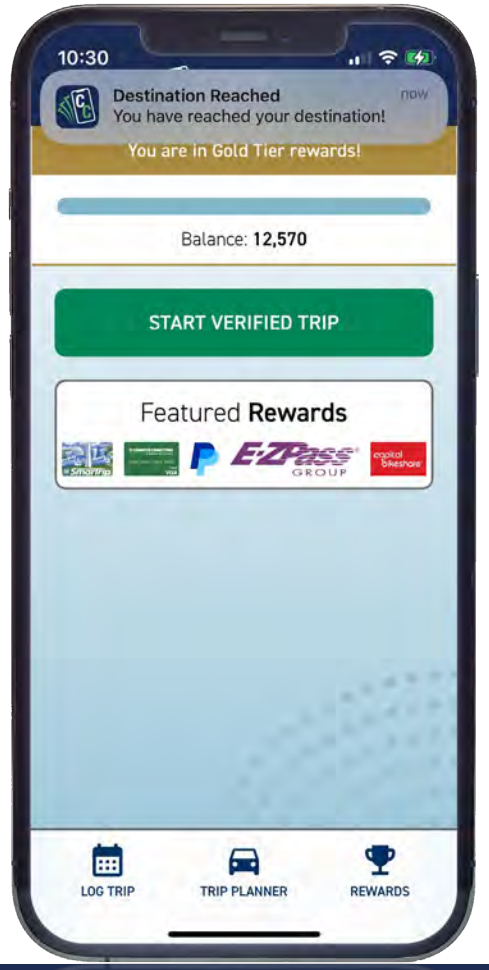
Start a trip



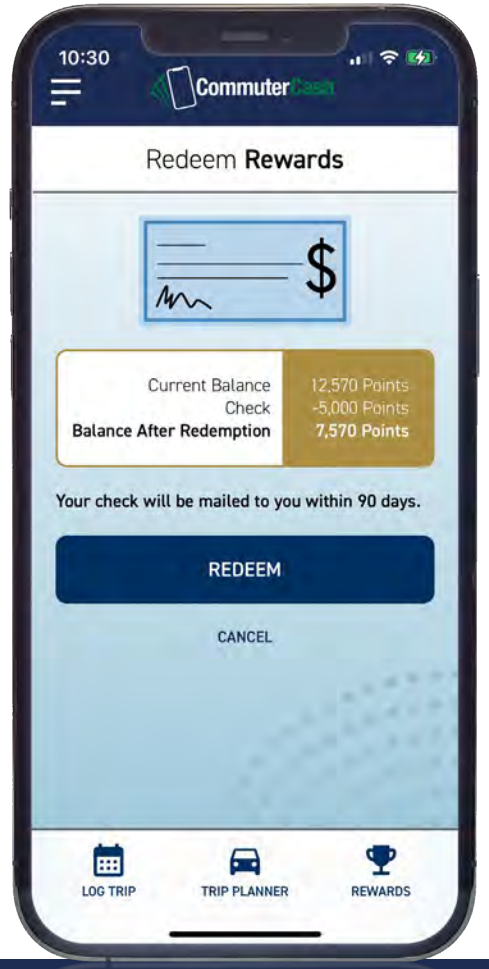
Travel monitoring



Trip completed



Rewards redemption



CommuterCash Planned Enhancements

goDMV Commuter Competition

- Competition among DMV employer teams to log trips and earn points to climb the leaderboard
- Grand prizes earned by top performers
- Timeframe: March – May 2025

goDMV.org

Flextime Rewards

- Incentivizes avoidance of highly congested corridors
- Targeted Launch: Spring 2025

https://www.commuterconnections.org/programs-and-incentives/flextime-rewards-program/

COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

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COMMUTER CONNECTIONS | A SMARTER WAY TO WORK

ITEM 11 – Information
February 19, 2025

2024 TPB Intercity Travel Study

Background: The board will be briefed on the 2024 TPB Intercity Travel Study, which collected regional information on intercity bus and rail travel to meet federal requirements for metropolitan transportation planning and to improve regional knowledge. The final report of the study includes research findings and the results from an intercept survey of travelers.

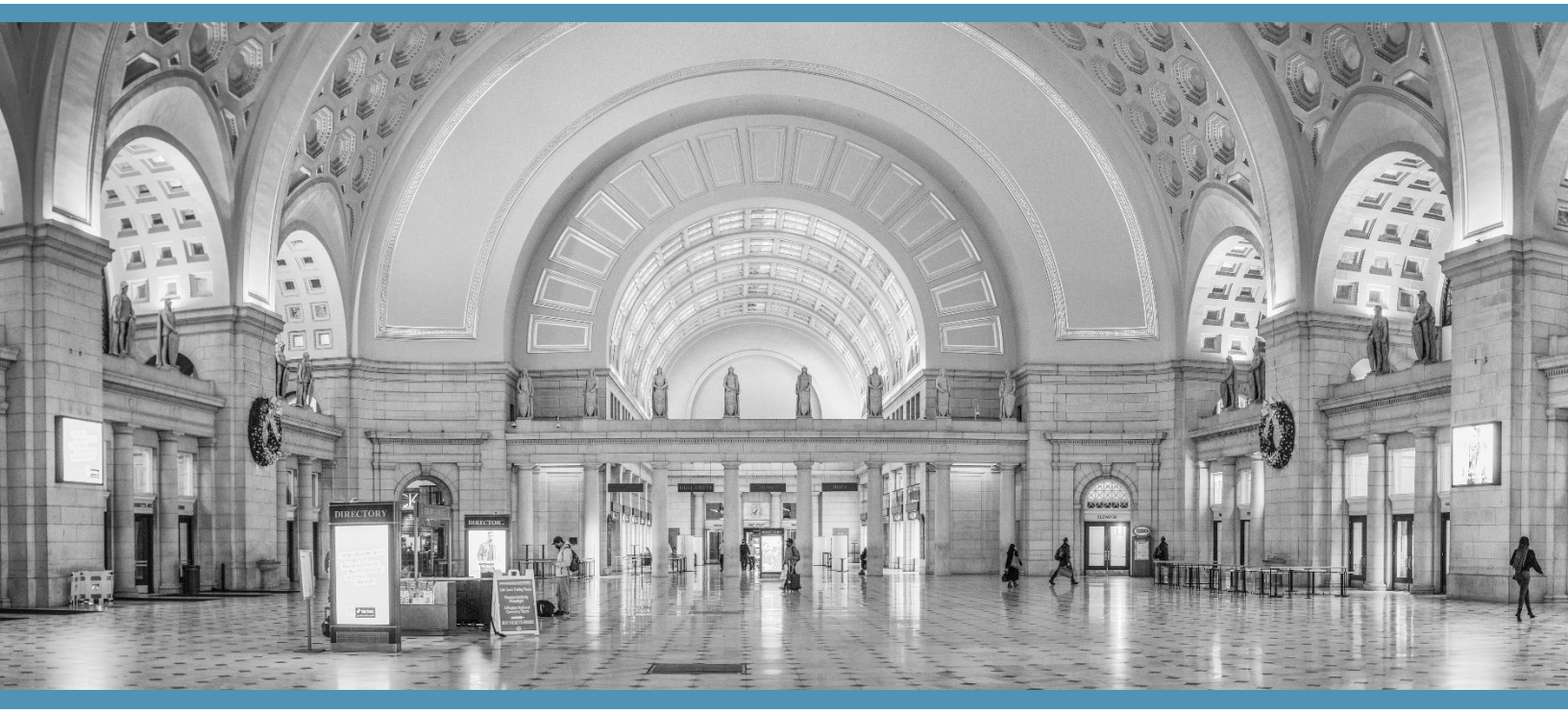
Transportation Planning Board
February 19, 2025
Agenda Item 11

INTERCITY TRAVEL STUDY

Final Report - Draft

January 2025

Summary of the desk research and inventory, big data sources analysis, survey design and implementation details, survey data analysis, and findings and recommendations



National Capital Region
Transportation Planning Board

INTERCITY TRAVEL SURVEY
Prepared with oversight by the TPB Regional Public Transportation Subcommittee

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, 24 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).

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Thank you to the staff at Amtrak, American Bus Association, and local jurisdictions who supported information collection for this study.

ACCOMMODATIONS POLICY
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1 INTRODUCTION

The National Capital Region Transportation Planning Board (TPB) is the region's federally designated metropolitan planning organization (MPO) and is responsible for addressing regional transportation, the environment, and public safety issues. One of the key aspects of regional transportation planning is understanding the intercity travel demand and supply in the National Capital Region (NCR). Intercity travel is defined as travel between the NCR and places outside of the region, such as Baltimore, Philadelphia, New York, Richmond, and beyond. Intercity travel can be made by various modes, including intercity bus, intercity rail, commuter bus, commuter rail, private automobile, and air. This study focuses on intercity bus and rail travel, as well as commuter bus and rail services that travel outside of the NCR.

The purpose of this study is to expand on the previous work done by TPB in 2016 and 2023 to gain a more comprehensive and updated assessment of intercity travel services and patterns. The 2016 study was the first extensive effort in response to updated federal planning regulations, which called for the inclusion of intercity bus facilities in the planning process. That study was limited to intercity bus travel and provided an inventory of intercity bus providers and services in the region. The follow-up desk audit in 2023 expanded the scope of the study and included intercity rail travel on Amtrak. It provided valuable information on the number of intercity bus and rail services, ridership, changes in scheduled services, and impacts of the COVID-19 pandemic and the post-COVID recovery period on travel patterns.

Building upon the previous studies, this project had three main objectives:

1. To meet federal requirements and update previous data on the region's intercity bus and rail travel.
2. To get more information about intercity travel and understand regional travel patterns, such as number of routes and stops, user demographics, and equity considerations.
3. To provide research and understanding of travel patterns that would lead to policy decisions and recommendations for improving intercity travel options and coordination.

To achieve these objectives, this study implemented a combination of the following methods and data sources: desk research, analysis of big data sources, and an intercept survey. The organization of the report is as follows:

- **Chapter 2 – Snapshot of the Region's Intercity Bus and Rail Network:** Provides an overview of the intercity bus and rail network in the TPB region.
- **Chapter 3 – Desk Research and Inventory**: Summarizes findings from the desk research, inventory, and exploration of big data sources.
- **Chapter 4 – Intercept Survey:** Overview of the survey questionnaire designed to address gaps identified in desk research and inventory, along with a summary of survey data analysis.
- **Chapter 5 – Key Findings and Recommendations:** Summarizes the findings of Chapters 2-4.
- **Chapter 6 – Conclusion:** Provides highlights of recommendations and concluding thoughts.
- **Appendix A – Tables and Figures:** Includes the relevant illustrations referenced in the report.
- **Appendix B – Travel Survey:** Includes the *Intercity Travel Survey Methods Memo* and the *2024 Intercity Travel Survey Questionnaire*.

2 SNAPSHOT OF THE TPB REGION'S INTERCITY BUS AND RAIL NETWORK

Intercity bus and rail services are a vital part of the NCR's network, offering surface travel options into and out of the region. Commuter bus and rail systems complement intercity services, which enhance connectivity within the NCR and extend to areas outside its boundaries. These commuter services are crucial for daily travelers, bridging suburban and rural areas with urban centers and, in some cases, between urban areas, such as connections between Washington and Baltimore. In this analysis, an intercity service provider is considered to serve the TPB region if it has at least one stop within any of the 24 TPB jurisdictions, regardless of whether it has a stop in Washington, DC. The study includes a commuter transit service if it serves at least one stop within the TPB region and at least one stop outside. These two services differ in the following key aspects:

- Intercity services typically have *fewer stops* within an urban area, *lower frequency* with one or a few daily vehicle trips, and more *Friday and weekend* trips.
- Commuter services typically have *numerous stops* within an urban area, *higher frequency* with one or a few trips per hour during peak periods or all day, and *limited weekend* services.

As of April 2024, 14 intercity service providers and four commuter transit providers operate in the NCR that meet each criterion, all using different modes of transportation. Of the 24 counties, cities, and districts within the TPB boundary, 14 have at least one intercity stop, highlighting the extensive reach and importance of these services in the TPB region. **Figure 1** shows the 31 intercity stops within the TPB region, with color-coded circles indicating the bus providers serving a given stop and diamonds for Amtrak stations. Union Station is the stop served by the largest number of intercity service providers. Multiple intercity service providers also serve stops, such as Dupont Circle in DC, Silver Spring and Frederick in Maryland, and Rosslyn, Springfield, and Vienna in Virginia. Union Station has between 215 and 280 daily rail and bus intercity trips. It is followed by stations that offer extensive Amtrak service or have multiple intercity operators.

Intercity service providers operate a network that connects the NCR to over 50 cities across 21 states, primarily along the East Coast but also extending west to Illinois and Louisiana (**Figure 2**). Additionally, there are 52 origin-destination pairs with at least one end within the TPB region, without distinguishing between transit operators or directions. The Washington, DC, and New York City, NY, route has the largest volume of intercity vehicle trips. Notably, both the northern extension of this corridor to Boston, MA, and its southern extension toward Atlanta, GA, also experience significant volumes of intercity trips. Furthermore, corridors in Virginia and routes to Chicago, IL, and Orlando, FL, also have multiple daily trips.

Intercity bus and rail ridership decreased due to the pandemic but has been recovering since. As of 2023, Amtrak is near its pre-pandemic highs, though intercity bus ridership has been slower to recover. Chapter 3, Desk Research and Inventory, provides a detailed description of the development of the data inventory, the collection methodology, and takeaways from the data collected for both intercity and commuter transit.

Figure 1: Intercity Service Stops and Providers (April 2024)

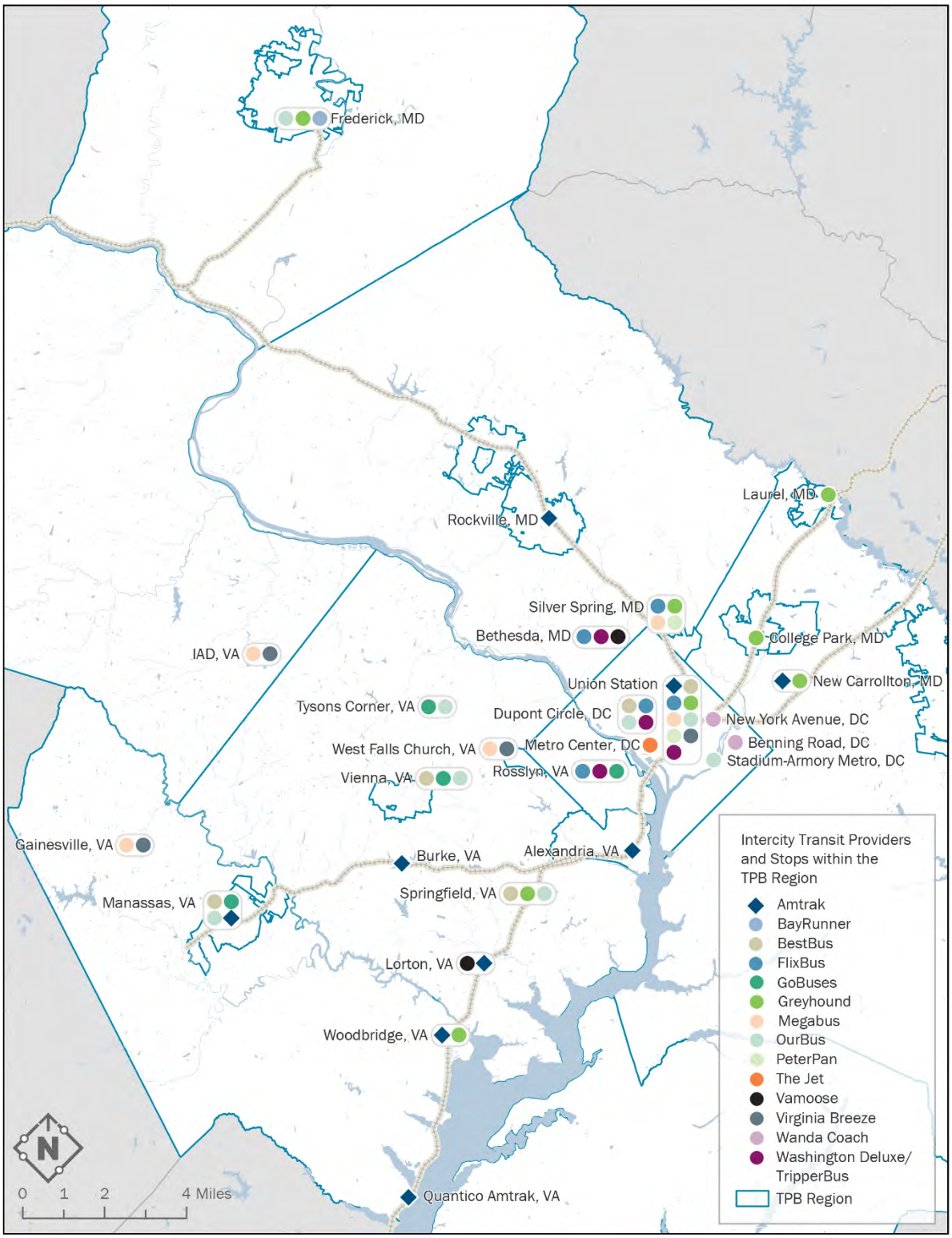
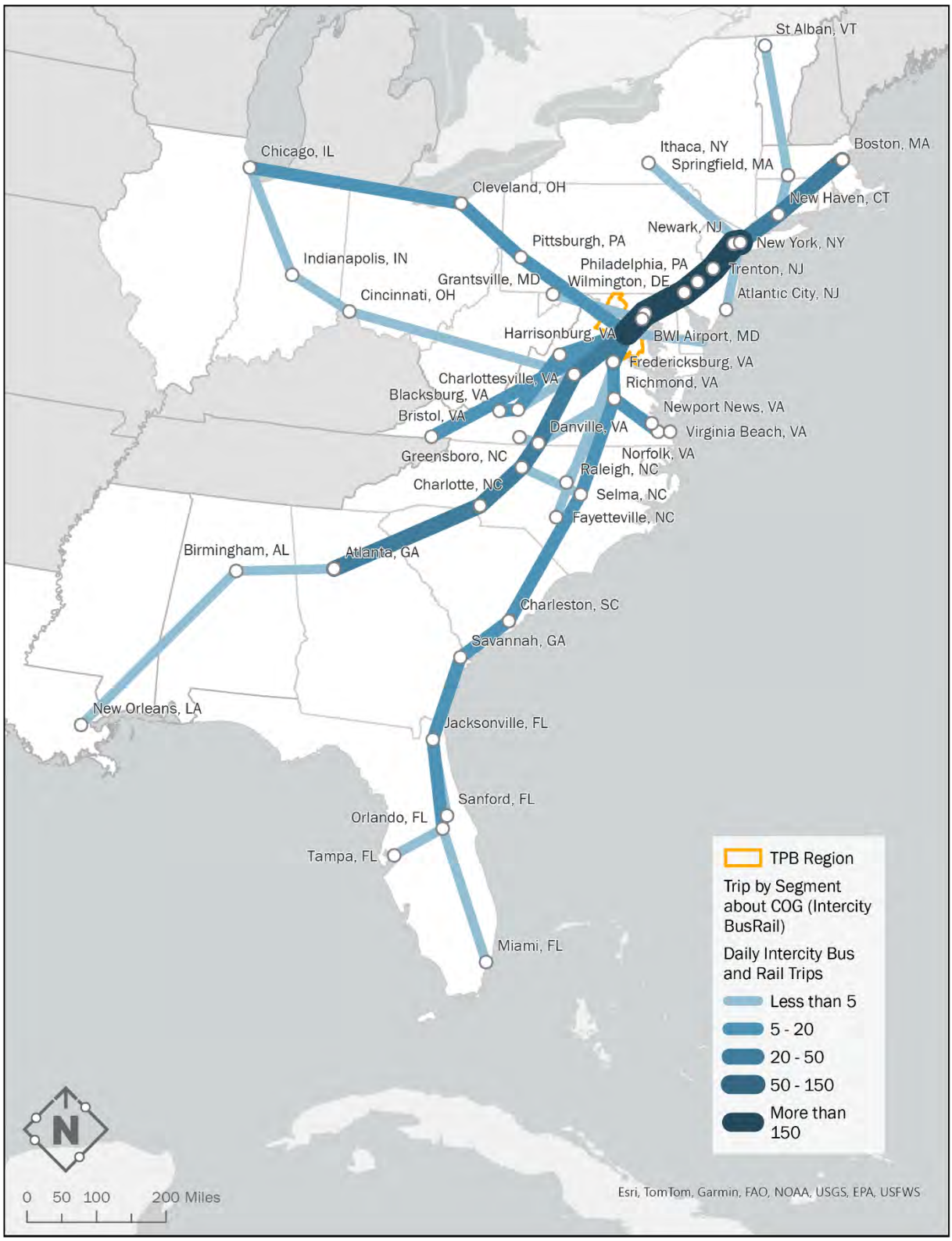


Figure 2: Intercity Bus and Rail Major Corridors and Destinations (April 2024)



3 DESK RESEARCH AND INVENTORY

This chapter provides a comprehensive overview of the NCR's intercity bus and rail services, aiming to update TPB's previous intercity assessment efforts and to inform future transportation planning efforts. The overview was compiled by using two main information collection methods: desktop research and stakeholder engagement. Publicly available General Transit Feed Specification (GTFS) feeds or information available on providers' websites were the basis for the service information. Big data sources included information on ridership, origin and destination, and traveler demographics. Private bus operators, trade groups (e.g., American Bus Association), Amtrak, Union Station Redevelopment Corporation, and other interested parties shared information to complement this inventory on ridership, traveler demographics, origins and destinations, trip purpose, and modes of access to stations and stops.

3.1 Inventory Methodology

A comprehensive data collection effort was the basis of the inventory of intercity and commuter transit services in the TPB region. This process involved desk research, provider engagement, and gathering public GTFS static data. The resulting inventory summarizes the number of vehicle trips by route and providers at each stop and for each day of the week, offering a detailed view of service availability.

This inventory categorizes intercity travel services into four modes based on service types and the primary groups they serve. These modes include Intercity Rail, Intercity Bus, Commuter Rail, and Commuter Bus. The schedules and stops for intercity travel service within the TPB region are summaries of providers' GTFS feeds or came directly from their websites. GTFS is a standardized format for transit schedule data. Transit schedule data comes in several formats, from simple Excel files to complex and proprietary standards often used by advanced scheduling software. GTFS serves as a common standard specification for fixed-route transit schedule elements. Providers with publicly available GTFS feeds included in this analysis are:

- **Intercity Rail:** Amtrak;
- **Intercity Bus:** BayRunner, FlixBus, Greyhound, Peter Pan, and Virginia Breeze;
- **Commuter Rail:** Maryland Transit Administration (MTA), Maryland Area Rail Commuter (MARC), and Virginia Railway Express (VRE); and
- **Commuter Bus:** MTA and OmniRide.

For intercity service providers that offer public GTFS feeds, this analysis summarizes the latest available feed into schedule tables, including only the stops within the TPB region. GTFS feeds provide larger service windows, but their date ranges vary by provider, with some extending to 2025 and others covering only a few months. Additionally, an analysis of holiday vehicle trips was limited to Amtrak, Greyhound, and FlixBus, as these three feeds encompassed a substantial number of trips during the 2024 holidays and provided feeds that covered the remainder of the 2024 calendar year.

The project team manually collected publicly available trip information for intercity service providers without GTFS data. A desk research process identified all providers, routes, and stops within the TPB region. The project team then gathered service and schedule data from each provider's website between April 15 and April 21, 2024.

While the database provides comprehensive insights into intercity and commuter service availability, the database also has limitations, primarily due to the source data and the collection method:

- For providers without GTFS feeds, information gathered was limited to the overall accuracy of these providers' websites and the schedules in place during the data collection window (April 15, 2024–April 21, 2024).
- For providers with GTFS feeds, the data is more complete, but feeds may not be updated regularly and, therefore, may not contain the most up-to-date information. Additionally, differences in service period definitions among different providers make it challenging to aggregate vehicle trips by stop and compare the level of service across periods. Some providers also contract out services to third parties, which may result in differences between actual trip times and scheduled trip times, as reported in the providers' GTFS data.

3.2 Existing Intercity Service Network

This section provides a detailed summary of the intercity travel services within the region based on the inventory data. Overall, intercity service is summarized at both the route/corridor and stop levels and disaggregated by service mode, type, and provider. This section includes data, collected from both GTFS and manually from provider websites, for the week of April 15 through April 21, 2024.

Figure 3 illustrates providers serving the TPB region—which also have a GTFS feed—showing the connections available from the TPB region, including locations such as Chicago, IL; New York City, NY; and New Orleans, LA. Amtrak has the most expansive network from the TPB region, connecting the region to destinations like Chicago; New Orleans; Miami, FL; and St. Albans, VT. Greyhound and FlixBus also connect the region with states in the Midwest, South, and Northeast, serving cities like Chicago; New York; Boston, MA; Atlanta, GA; and Orlando, FL. Peter Pan is one of the multiple providers serving the Northeast and connecting the TPB with that region. Lastly, Virginia Breeze provides service throughout Virginia, connecting the TPB region with all major corridors in the Commonwealth.

A complete list of intercity service providers that operate within the TPB region and major destinations as of April 2024 is included in **Table 4**, found in **Appendix A**.

Figure 3: Intercity Travel Service Routes with GTFS (April 2024)

3.2.1 SUMMARY BY STOP

Figure 4 illustrates the weekly intercity trips and the location of the intercity service stops within the TPB region. Union Station is the primary intercity stop with the highest number of intercity trips. Union Station accommodates eight intercity service providers with more than 1,700 vehicle trips per week. Amtrak accounts for over 30 percent of these trips, followed by FlixBus with 21 percent, and then Greyhound and Megabus, each with 15 percent. Among the eight providers serving Union Station, three also serve Dupont Circle. Observations suggest that these three providers use Dupont Circle as an additional stop along their routes, either before or after stopping at Union Station, to expand their one-seat-ride service range.

Additional information on the number of trips and service providers serving each stop is available in **Table 5**, **Table 6**, and **Table 7**, found in **Appendix A.**

Figure 4: Total Weekly Trips by Stop – Intercity Service (April 2024)

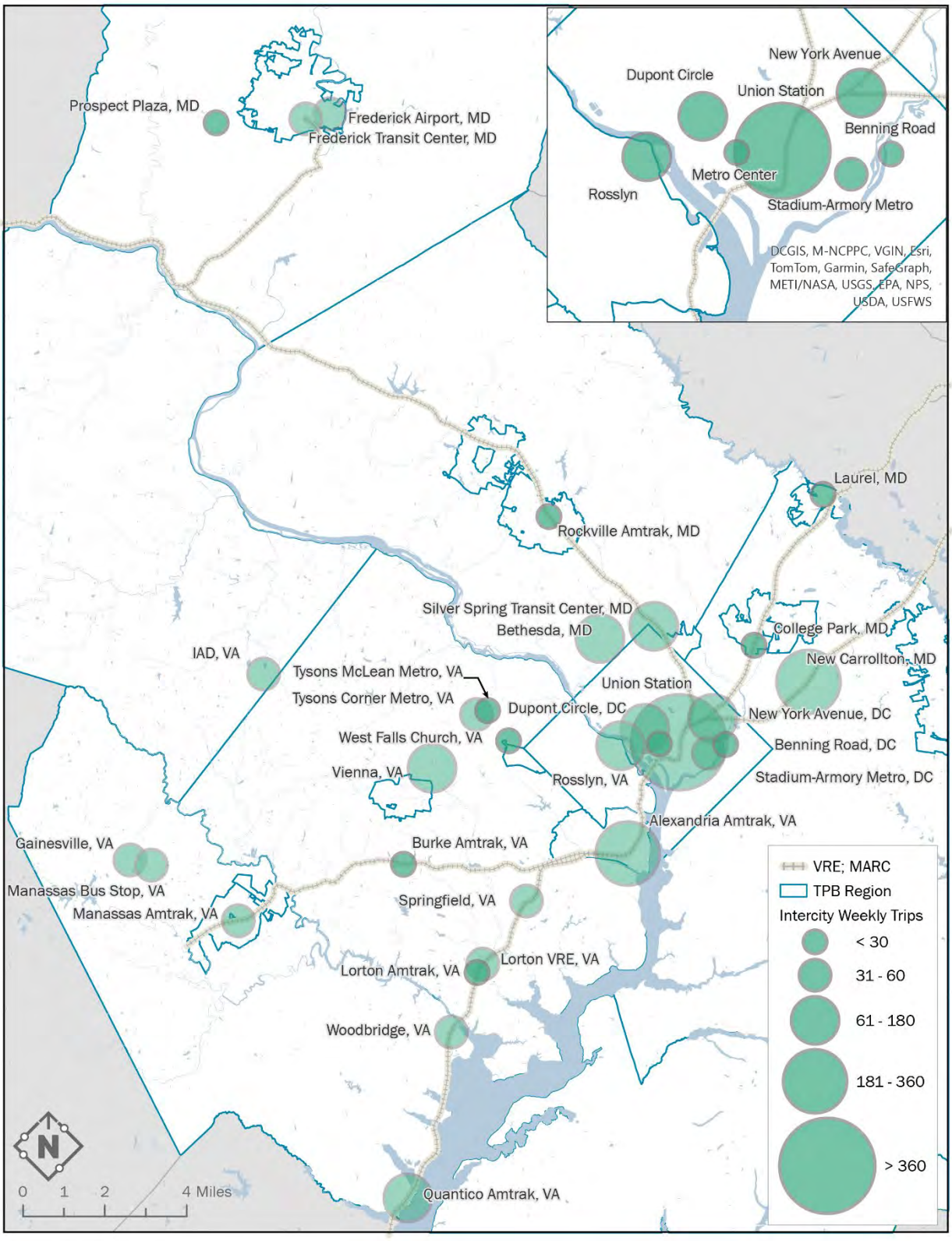
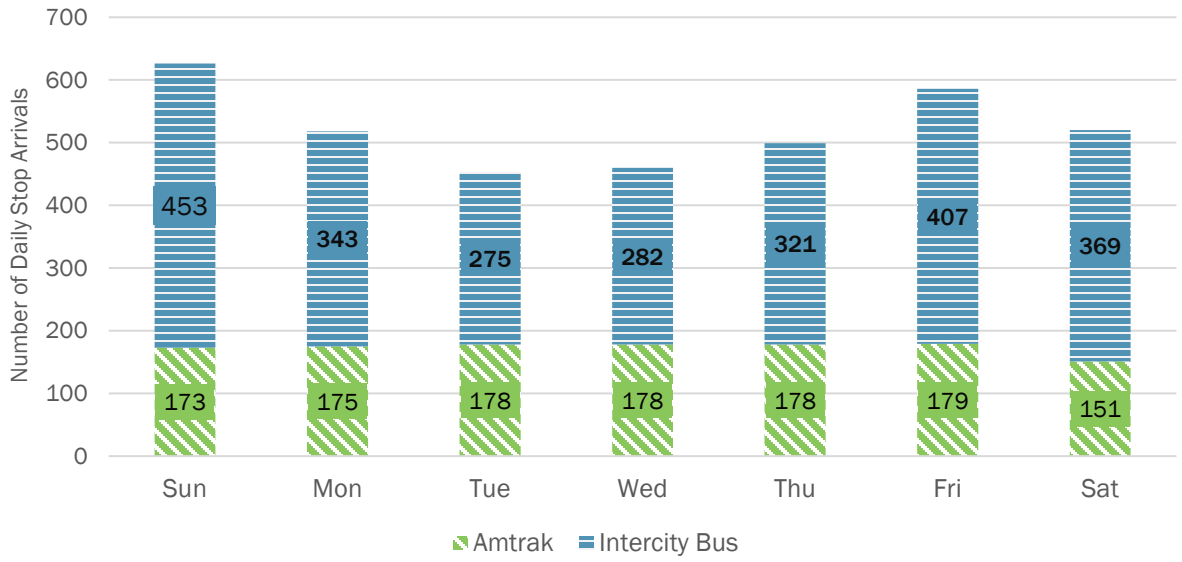


Figure 5 shows how the number of intercity trips varies by day of the week. Overall, Sundays have the highest number of trips, followed by Fridays. The number of trips on Saturdays is similar to Mondays. In comparison, Tuesdays, Wednesdays, and Thursdays have around 100 fewer trips than Sundays. Comparing modes, Amtrak provides a relatively consistent weekly trip distribution across the days of the week, with slightly fewer trips during the weekends. Intercity bus service, on the other hand, peaks on Fridays and Sundays.

Figure 5: Daily Stop Arrivals from Intercity Services by Day of Week – Total within the TPB Region (April 2024)



Holiday schedules may vary from regular schedules, impacting the number of trips a provider offers on a given week. As shown in **Table 1**, among the five providers with GTFS feeds, BayRunner and Greyhound maintain their holiday trips at the same level as their regular trips each week. Amtrak provides almost the same number of trips per week during most holiday weeks as it does during regular weeks, with the exception of Memorial Day when fewer trips are offered. A similar observation can be drawn for Peter Pan, which provides fewer trips during Labor Day week. FlixBus is the only intercity service provider that offers significantly more trips during holiday weeks than during an average week.

Table 1: Holiday Week Stop Arrivals by Provider (April 2024)

Provider[1]	Average Week	Memorial Day	July 4th	Labor Day	Thanksgiving	Christmas
Amtrak	1,212	1,184	1,212	1,212	1,217	1,217
BayRunner	104	104	104	104	104	104
FlixBus	416	418	443	458	470	472
Greyhound	406	406	406	406	406	406
Peter Pan	185	185	185	117	--	--

3.2.2 SUMMARY BY ROUTE/CORRIDOR

This section summarizes intercity services to a route or corridor level based on key origin-destination pairs connecting to the TPB region. This allows for comparing travel opportunities across providers and identifying regions that drive demand for travel to/from the TPB region. Some major corridors have the TPB region as a start/end point, while others travel through the region.

Longer intercity trips that pass through the TPB region are split in this analysis. For example, a route from Atlanta, GA, to New York, NY, is split into two trips: one trip from Atlanta to the TPB region and another trip from the TPB region to New York. A route for another provider that runs from the TPB region to Boston but passes through New York in the process does not get included in TPB region-New York trips, as New York is not the final location. As such, this analysis centers around the origin/terminus for each corridor. Due to the substantial number of Amtrak trips, the average daily trip is summarized by intercity rail (Amtrak) and intercity bus trips.

Figure 6 and **Figure 7** show the average daily trip by key stops for intercity rail and bus services, respectively (connections between cities are drawn directly and do not reflect actual routing). Among all origin-destination (OD) pairs, TPB-New York has the highest number of trips, followed by TPB-Boston. Half of TPB-New York trips are made by Amtrak, whereas 85 percent of trips to/from Boston are by bus. Further, Norfolk and Richmond, Virginia, are also key origins and destinations for the TPB region. Additional information on the OD pairs is available in **Table 8**, found in **Appendix A**.

[1] Virginia Breeze is excluded from this analysis as the GTFS feed is expired and does not line up with the holiday periods examined.

Figure 6: Average Daily Amtrak Round Trips (April 2024)

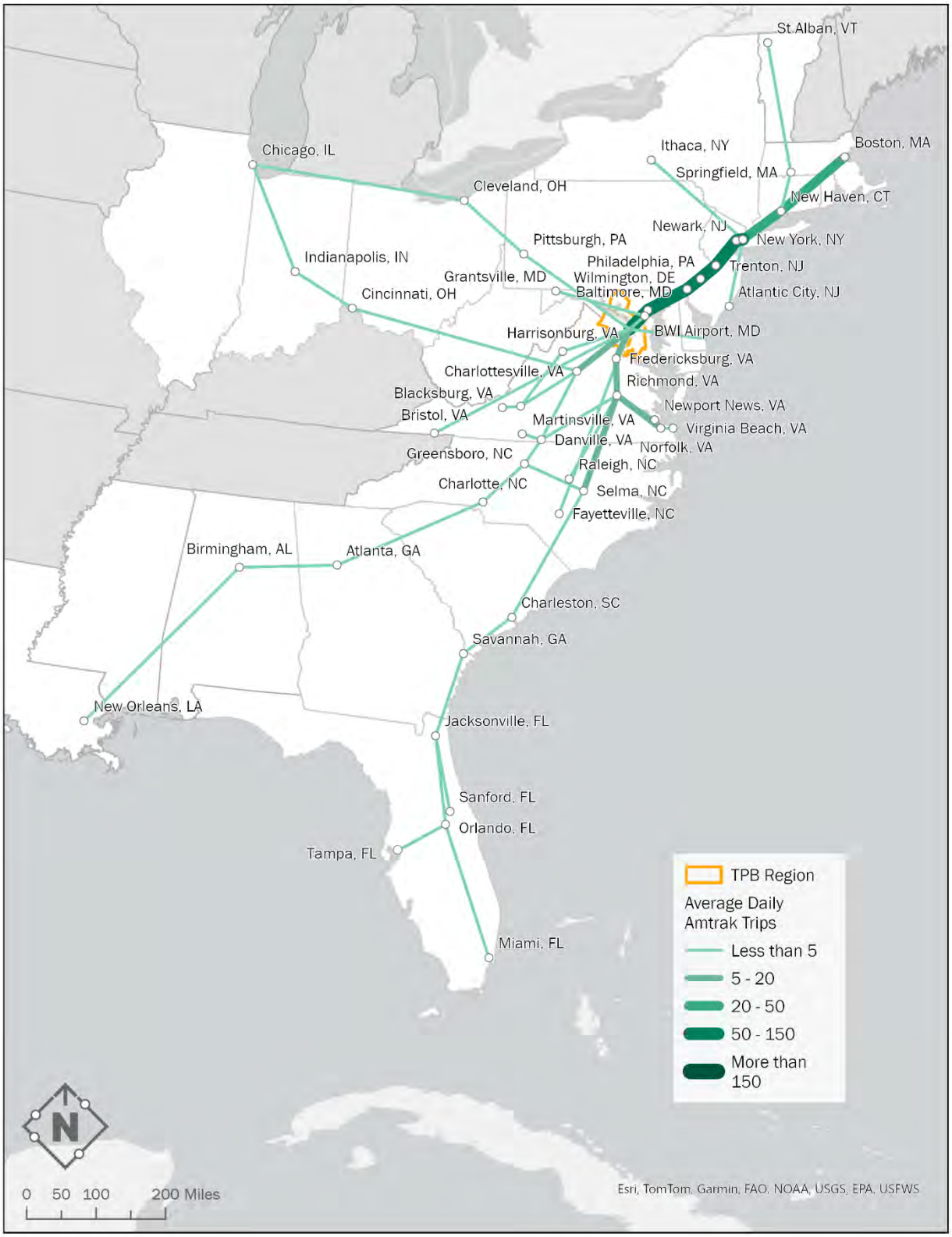
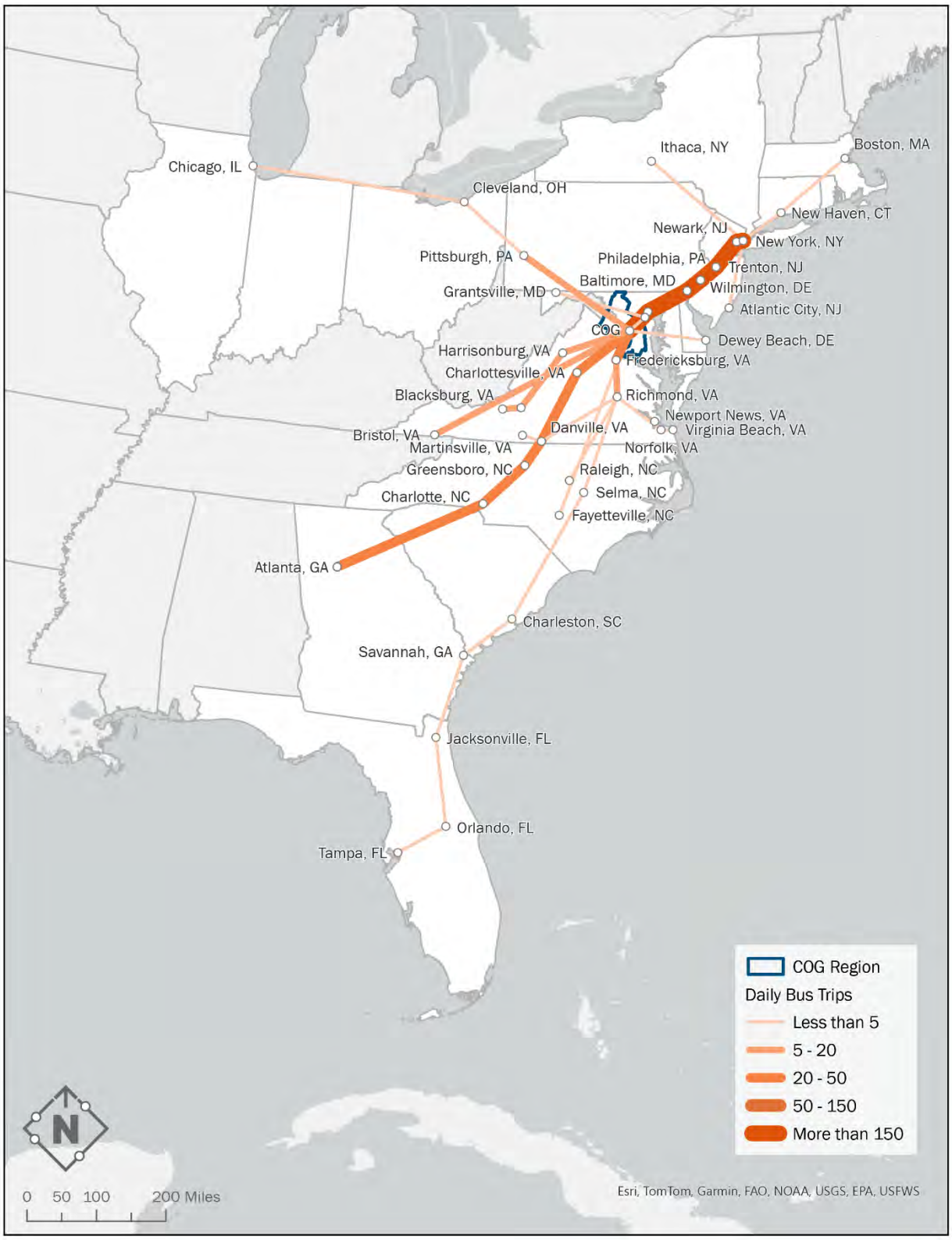


Figure 7: Average Daily Bus Round Trips (April 2024)



3.3 Commuter Services

This analysis evaluates commuter services separately from intercity trip statistics to provide a detailed assessment of each provider. The study includes a commuter transit service if it serves at least one stop within the TPB region and at least one stop outside. Commuter services cater to frequent, often daily, passengers and differ from intercity trips, which are typically longer and for purposes other than work. Five commuter transit service providers connect hundreds of stops in the TPB region to destinations outside the TPB region. Commuter services have significantly more stops within the TPB region compared to intercity services. To keep the focus of this study on intercity services, the project team summarized commuter services primarily at the trip level and at stops with intercity services.

The routes for each provider's commuter service entering the NCR are included in **Figure 8**. Commuter routes provide extensive service throughout the TPB region and beyond, covering all counties within the TPB region. Commuter service connects the TPB region to locations such as Baltimore, MD; Martinsburg, WV; and Fredericksburg, VA. A list of commuter service providers studied in this section is included in **Table 9**, found in **Appendix A**.

Figure 9 illustrates the total weekly commuter trips by intercity stop. Thirteen stops serve both intercity and commuter services, with Union Station and Metro Center having the largest number of weekly vehicle trips. **Figure 10** illustrates fluctuations by day of the week. Overall, weekdays have the highest number of trips and remain static throughout the entire week. As of April (spring) 2024, MARC is the only provider offering service on Saturdays and Sundays at New Carrollton and Union Station. This finding aligns with the definition of commuter service, which primarily serves commuters on weekdays rather than weekends.

Table 10 and **Table 11**, found in **Appendix A**, include additional information on weekly and daily commuter trip totals at intercity stops by commuter service providers.

Figure 8: Commuter Transit Routes Entering the NCR (April 2024)

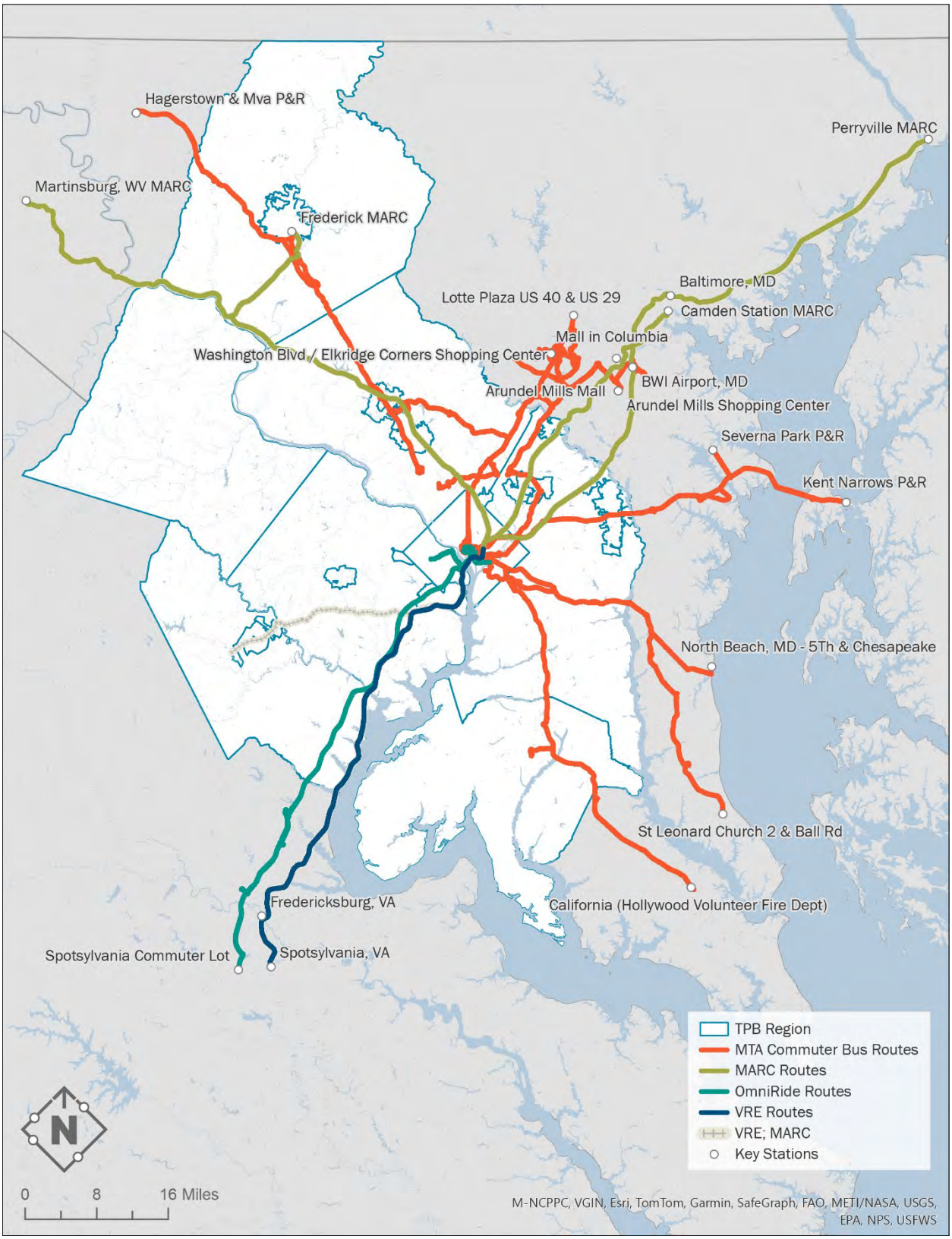


Figure 9: Weekly Commuter Trips by Intercity Stop (April 2024)

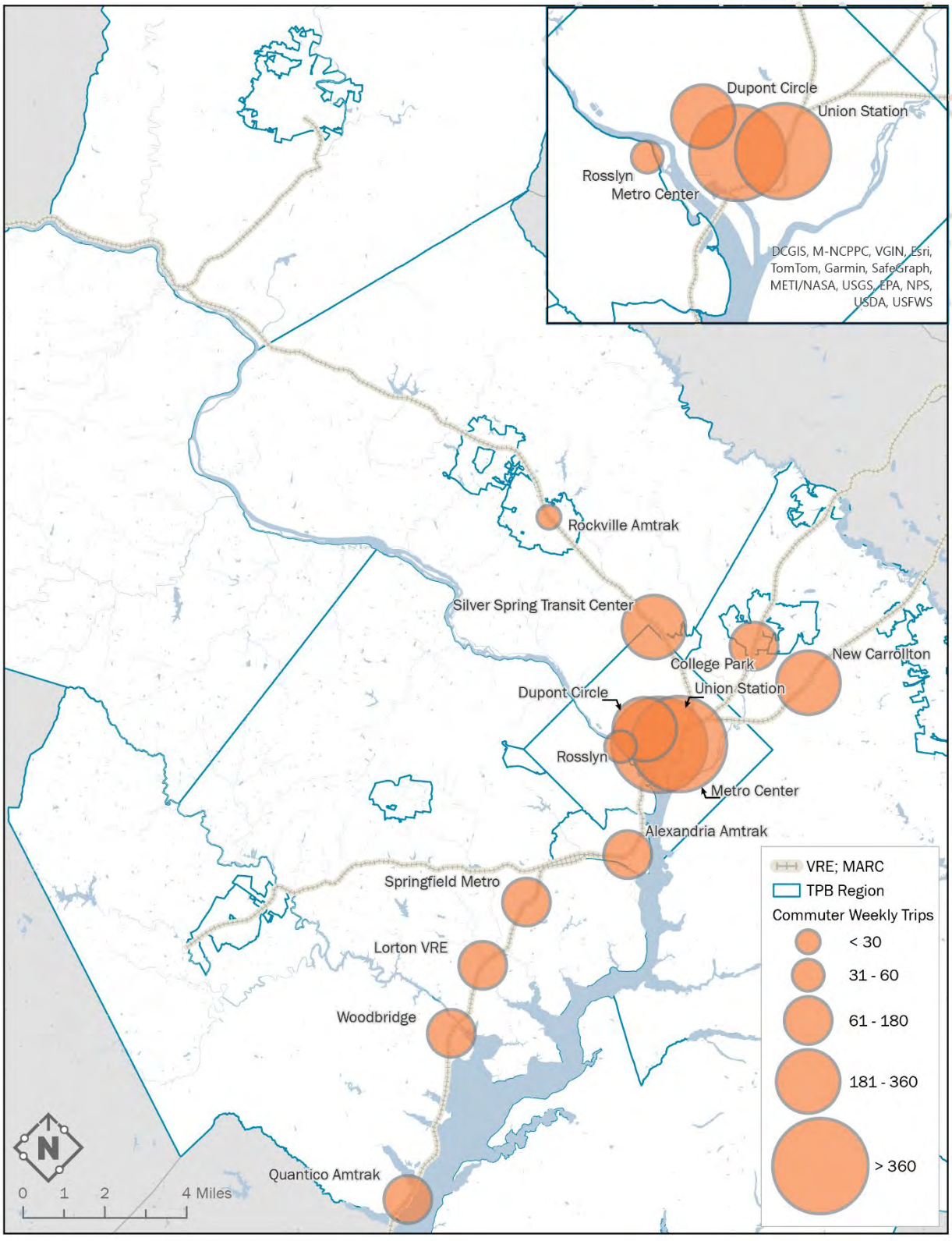
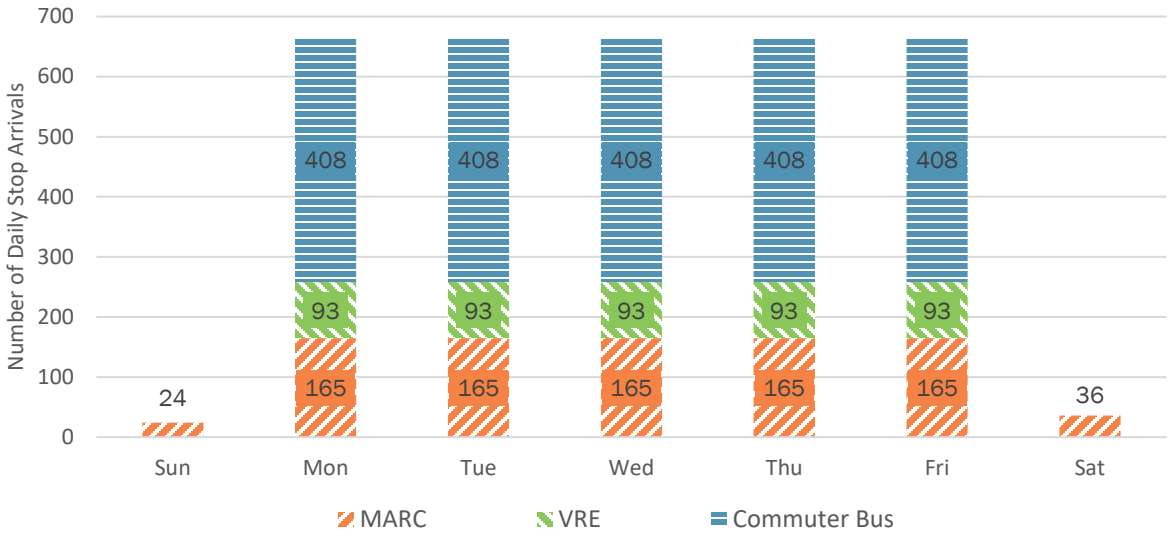


Figure 10: Daily Stop Arrivals from Commuter Services by Day of Week – Total within the TPB Region (April 2024)

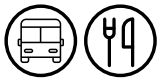
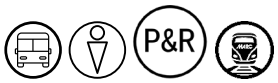
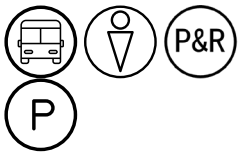


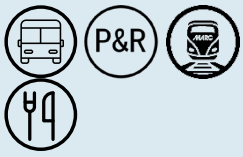
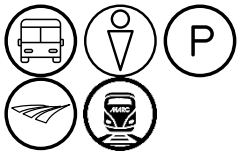
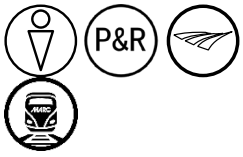
3.4 Intermodal Connections and Integration

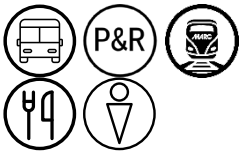
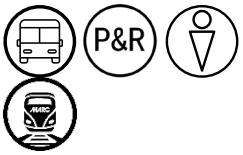
Intermodal connections play a crucial role in improving the efficiency and accessibility of transportation systems, particularly in regions like the TPB area, where multiple transport modes intersect. This section summarizes the characteristics of intermodal transfer points across the TPB region with a focus on the rail stations. Amtrak provides national intercity connectivity, linking the region to major cities across the United States. MARC and VRE primarily serve daily commuters, connecting suburban areas to urban centers like Washington, DC, but also Baltimore, MD.

Intercity service stops have different characteristics across stations, influenced by the array of service providers, the infrastructure available, and the location of each station. An analysis of the stop inventory reveals that 91 percent of stops are located at or adjacent to local transit stops, 44 percent feature passenger facilities such as restrooms or Wi-Fi, and 31 percent include elements of private business. **Table 2** summarizes the intermodal connections available at intercity stops in the TPB region. Stations have a variety of amenities, including connections to transit, parking, and nearby private businesses to provide services.

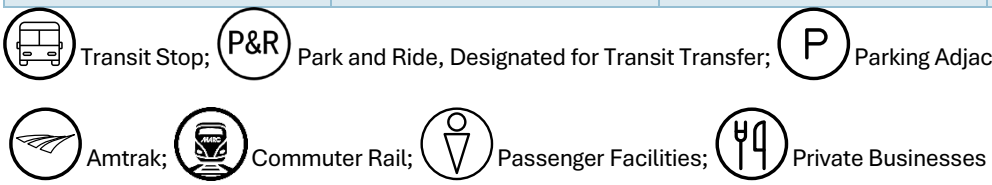
Table 2: Intermodal Connections of Intercity Stops (April 2024)

Stop Name	Stop Location	Intercity/Commuter Services	Stop Characteristics
Alexandria	Alexandria, VA	MARC, Amtrak, VRE	
Benning Road	Washington, DC	Wanda Coach/ Starline Coach	
Bethesda – FlixBus	Bethesda, MD 4550 Montgomery Ave	FlixBus	
Bethesda – Tripper Bus	Bethesda, MD 4681 Willow Lane NW	TripperBus, Washington Deluxe	
Bethesda – Vamoose	Bethesda, MD 7401 Waverly Street	Vamoose	
Burke Centre Amtrak	Burke, VA	MARC, Amtrak	
College Park U of MD Metrorail	College Park, MD	MARC, Greyhound	
Dupont Circle	Washington, DC	FlixBus, Washington Deluxe, BestBus, OurBus	
Frederick Airport	Frederick, MD	BayRunner	
Frederick Transit Center	Frederick, MD	MARC, BayRunner, Greyhound	
Gainesville Park and Ride	Gainesville, VA	Virginia Breeze	
Washington Dulles International Airport	Sterling, VA	Megabus, Virginia Breeze	

Stop Name	Stop Location	Intercity/Commuter Services	Stop Characteristics
Laurel (7-Eleven)	Laurel, MD	Greyhound	
Lorton Amtrak Auto Train Station	Lorton, VA 8006 Lorton Road	Amtrak	
Lorton VRE Station	Lorton, VA 8990 Lorton Station Blvd	MARC, Vamoose	
Manassas Amtrak Station	Manassas, VA 9431 West Street	MARC, Amtrak	
Manassas (Cushing Rd Park and Ride)	Manassas, VA 7313 Cushing Rd	BestBus, Go Buses, OurBus	
Metro Center Station	Washington, DC	The Jet	
New Carrollton Station	New Carrollton, MD	MARC, Amtrak, Greyhound	
New York Ave	Washington, DC	Wanda Coach/ Starline Coach	
Prospect Plaza	Frederick, MD	OurBus	
Quantico Amtrak	Quantico, VA	MARC, Amtrak	
Rockville Amtrak	Rockville, MD	MARC, Amtrak	

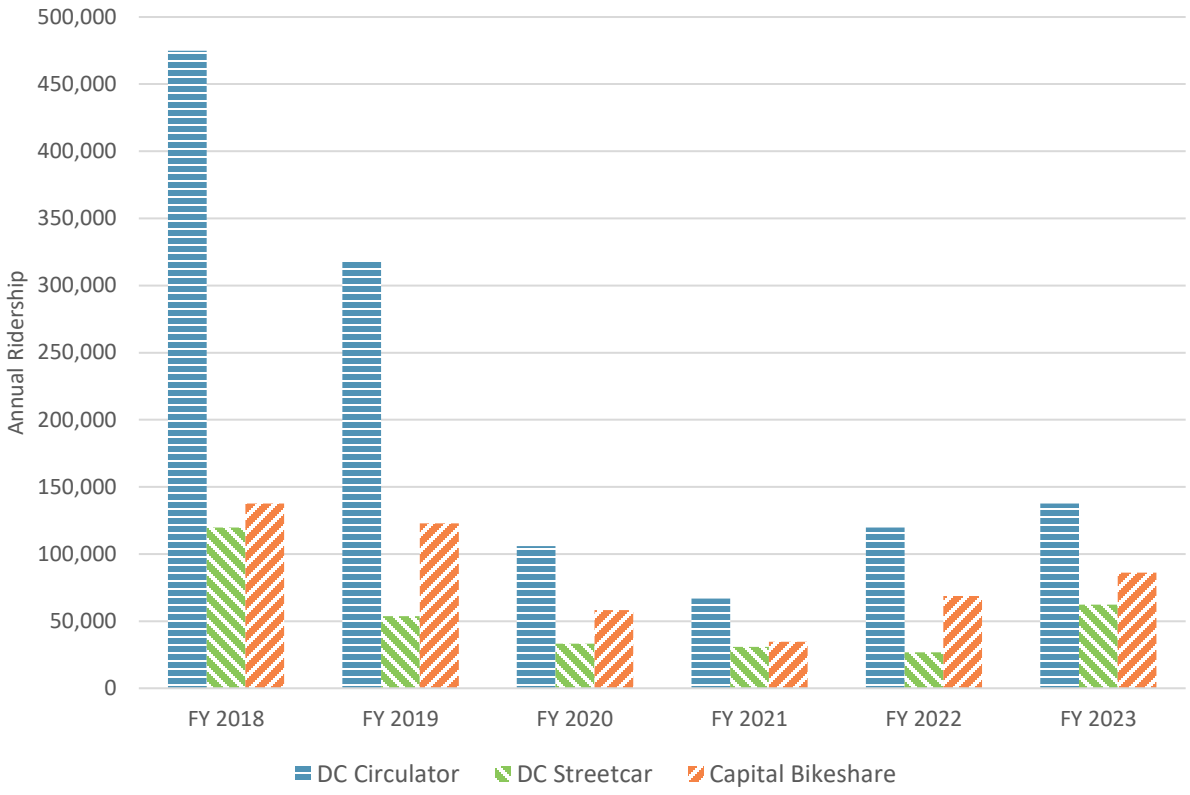
Stop Name	Stop Location	Intercity/Commuter Services	Stop Characteristics
Rosslyn	Arlington, VA	FlixBus, TripperBus, Washington Deluxe, Vamoose	
Silver Spring Greyhound Station	Silver Spring, MD	FlixBus, Greyhound, Peter Pan	
Silver Spring Transit Center	Silver Spring, MD	MARC, Megabus	
Springfield – Backlick North Park and Ride	Springfield, VA	OurBus	
Springfield Metro Station	Springfield, VA	BestBus, Greyhound	
Stadium-Armory Metro Station	Washington, DC	OurBus	
Tysons Corner Metro Station	Tysons, VA	Go Buses	
Tysons McLean Metro Station	Tysons, VA	OurBus	
Union Station	Washington, DC	MARC, Amtrak, FlixBus, Greyhound, Megabus, OurBus, Peter Pan, Virginia Breeze, Washington Deluxe, BestBus, OurBus	
Vienna Fairfax Metro Station	Fairfax, VA	BestBus, Go Buses, OurBus	
West Falls Church Metro Kiss and Ride	Falls Church, VA	Megabus, Virginia Breeze	

Stop Name	Stop Location	Intercity/Commuter Services	Stop Characteristics
Woodbridge Amtrak	Woodbridge, VA	MARC, Amtrak, Greyhound	



Connectivity at locations with intercity and commuter transit services varies across the TPB region and across station types. Union Station in Washington, DC, is distinguished as a primary transportation hub, offering extensive intercity connections through MARC, Amtrak, VRE, and various intercity bus services including Greyhound and Megabus. Union Station also provides multimodal connections, specifically to the DC Circulator, DC Streetcar, the Metrorail Red Line, and Capital Bikeshare, among others. The utilization of each mode at Union Station is illustrated in **Figure 11**. Utilization dropped in Fiscal Year (FY) 2019 due to the COVID-19 pandemic, but it has been steadily recovering since FY 2021, with DC Streetcar and Capital Bikeshare at nearly their pre-pandemic highs.

Figure 11: Multimodal Utilization at Union Station



In contrast to Union Station, several other locations lack intermodal connectivity, critically impacting the efficiency of non-auto first- and last-mile access.

- Locations such as the Vienna Fairfax Metro Station and West Falls Church Metro Station primarily cater to local commuter travel and lack substantial links to the wider intercity rail network.
- Locations, including the Manassas (Cushing Road Park and Ride) and Springfield-Backlick North Park and Ride, lack basic passenger amenities and robust transit or commuter services.

Overall, intermodal connectivity at stops and stations in the region can be summarized as follows:

- Out of 45 stops, 20 provide services exclusively for a single mode of transit and 25 lack passenger facilities.
- A third of the stops in the region (15 stops) have either Amtrak or MARC connections. Seven stations provide access to more than three modes, including three stations in DC; Springfield and Manassas in Virginia; and Silver Spring and Bethesda in Maryland.
- The vast majority of the intercity stops are within proximity to at least one local transit stop. However, three stations, including Lorton Amtrak, Manassas Bus Stop, and Quantico Amtrak (also serving VRE), lack nearby local transit access, impacting the convenience for travelers.

3.5 Big Data Sources

Part of the desk research effort explored how to integrate big data analytics with traditional methodologies, such as travel surveys. Although travel surveys provide detailed insights into travel behavior, they come with high costs and infrequent updates. Automated data sources, including GPS, mobile applications, and sensors, could complement these surveys by delivering granular, real-time information on travel patterns and preferences. For this purpose, the project team evaluated three key datasets: Replica, StreetLight Data, and National Household Travel Survey (NHTS), which is the only publicly available database. These datasets were assessed based on their strengths and limitations in understanding intercity travel.

3.5.1 DATA SOURCES

Replica synthesizes data from diverse sources, including Bluetooth, cellphones, and credit card transactions, to model travel patterns at a "megaregion" level. The platform offers datasets such as "Places," which provides trip and demographic details, and "Trends," which includes longitudinal mobility and expenditure trends. Replica's strengths include granular data, frequent updates, and demographic overlays that allow for nuanced intraregional travel analyses. However, intercity bus data is grouped under "Other" modes, limiting insights into specific modes. Long-distance trip granularity is constrained, and synthesized data may introduce discrepancies.

NHTS offers nationwide data on travel behaviors, capturing long-distance travel through its NextGen origin-destination (OD) program. It provides insights into travel by air, rail, and private vehicles. NHTS' robust methodology ensures reliability, and its comprehensive coverage of travel patterns across geographies and demographics provides detailed long-distance travel insights. NHTS' OD product has limited demographic data, the dataset is updated less frequently, and the granularity of insights lags behind Replica.

StreetLight aggregates anonymized location data from mobile devices and other sources for transportation analysis, focusing on OD patterns and traffic volumes. The platform offers customizable OD analyses, traffic flow evaluation, and congestion pattern insights. Limited validation of intercity bus and rail data and lack of precision of seasonal and longitudinal analyses reduced the utility of the data for this study.

Exploring the initial list of datasets suggested that Replica and NHTS NextGen OD data were the most suitable options for analyzing intercity bus travel to and from the National Capital Region. **Table 3** evaluates Replica and NHTS datasets based on 11 criteria—such as geographic and temporal granularity, available modes, socio-demographics, and data fidelity—highlighting distinct trade-offs. For example, Replica provides customizable granularity, whereas NHTS zones are broader; Replica includes a wide array of modes but lacks detailed intercity bus data; NHTS covers major modes but focuses primarily on air, rail, and vehicle trips. However, no single dataset meets all needs for intercity travel analyses, requiring careful selection and potential integration of multiple sources depending on specific objectives.

Table 3: Dataset Comparison Matrix

Criteria	Replica		NHTS
	Places Dataset	County-to-County Origin-Destination (OD)	NextGen OD
Data Source	Location-based services (LBS)	LBS	Survey
Geographic Granularity	Customizable (down to block group or custom)	City/county	NHTS zones
Temporal Granularity	Hour of day	Average weekday/Saturday	Month totals
Available Modes	Walking, biking, carpooling, commercial, on-demand auto, private auto, public transit, and other travel modes	Private auto, auto passenger, transit, walking, biking, and other	Air, rail, vehicles
Data Span	Fall 2019-Fall 2023	Fall 2019-Fall 2023	1969-2022 (every five to eight years)
Temporal Resolution	Biannual	Weekly	Monthly
Most recent data	Spring 2023	12-day lag	2022
Available Trip Purposes	Home, work, work from home, school, shop, social, recreation, eating, lodging, region departure, and other	N/A	Work/non-work
Socio-Demographics	OD land use, age, sex, race, ethnicity, income, employment, education, household role, subfamily, commute mode, household size, language (only available within a megaregion)	N/A	N/A
Maximum Trip Length (Miles)	12,000	12,000	300+
Maximum Trip Duration (Minutes)	8,000	8,000	N/A
Data Fidelity	Average day in a season	Average day in a week	Monthly
Extract, Transform, and Load (ETL) Process	Direct database access	Flat file data download	Flat file data download
Other Available Information	Activity chain	Expenditures	

3.5.2 FINDINGS FROM DATA ANALYSES

An analysis of sample data from each of the three sources considered provided a deeper understanding of each dataset's inherent characteristics. Sample data showed significant differences exist between datasets for trip volumes from key origin zones. Replica often underrepresents rail trips compared to NHTS, while NHTS lacks granularity for certain modes like intercity buses. Additionally, NHTS provides a more comprehensive mode split, including air and rail, while Replica often aggregates multiple modes under broader categories. Lastly, rankings of high-trip origin zones like Baltimore and Virginia are consistent, but mode share discrepancies suggest calibration challenges. NHTS monthly ridership data proved useful for analysis, while Replica's ridership numbers appeared inconsistent and did not align with observed trends.

3.6 Ridership and Demographic Insights

This section summarizes ridership information and trends based on data availability. This section also discusses travelers' demographics, origins and destinations, trip purpose, and modes of access to stations and stops derived from other studies and surveys.

Figure 12 highlights ridership by year at Union Station for Amtrak and Intercity Bus service. Ridership decreased in FY 2019 due to the pandemic but has been recovering since FY 2021. As of FY 2023, Amtrak is near its pre-pandemic highs, though intercity bus ridership has been slower to recover. **Figure 13** shows a similar trend for commuter service on MARC and VRE, yet those services have been slower to recover than Amtrak.

Figure 12: Intercity Service Ridership at Union Station

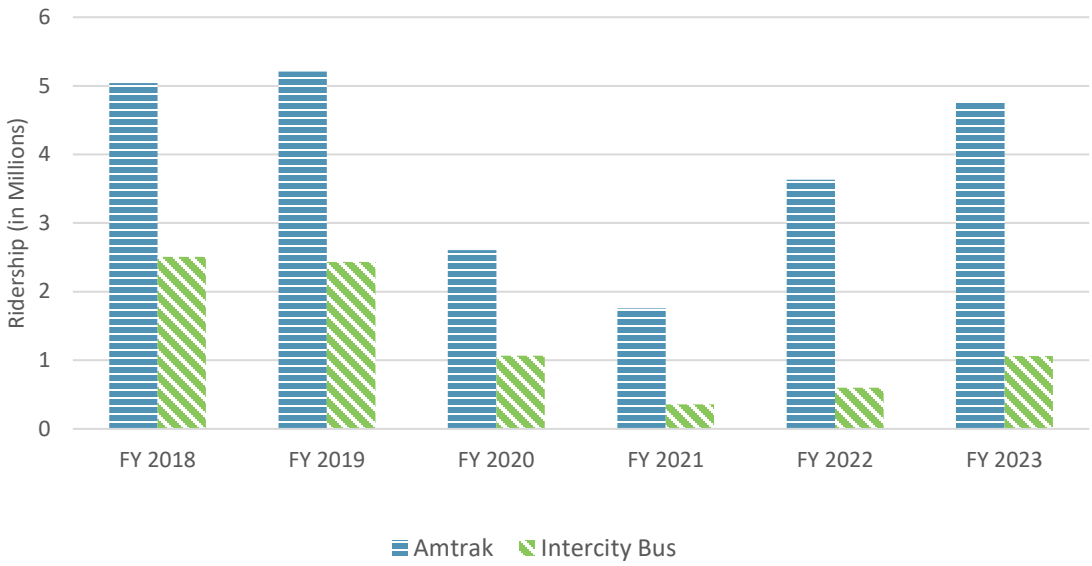
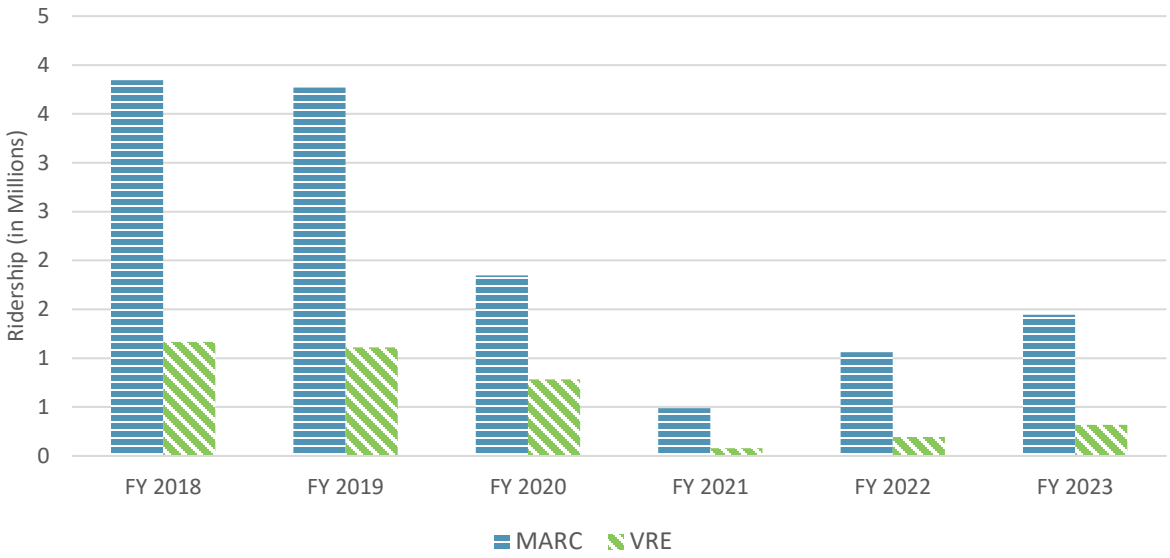


Figure 13: Commuter Service Ridership at Union Station



The analysis of Amtrak demographics and ridership provides insights into the characteristics of travelers and the performance of routes passing through the TPB region during Q1 and Q2 2024. Demographic data highlights variations in income, education, age, and racial composition across different service types, including Acela, Northeast Regional (NER), Auto Train, long distance, and state-sponsored routes.

Income distribution shows that higher-income groups dominate Acela, NER, and Auto Train services, while Long-Distance and state-sponsored services attract travelers with lower income levels. Across all services, the largest share of travelers earns between $50,000 and $75,000 annually. Regarding education, college graduates make up most Amtrak travelers overall, particularly on Acela, NER, and Auto Train services. State-sponsored and long distance routes, however, have a more diverse range of educational backgrounds, including a notable share of high school graduates.

In terms of ridership, the NER and Acela lines have the highest overall ridership, with the New York City–Washington, DC, corridor being the most traveled route. This route consistently leads ridership rankings across Amtrak's services in the TPB region, underscoring its critical role in connecting major urban centers. Adding to this, Amtrak achieved a historic milestone in FY 2024, setting an all-time ridership record of 32.8 million customer trips in the country, a 15 percent increase over FY 2023.

3.7 Planned Service Changes

This section summarizes any known service changes proposed by carriers or agencies that are likely in the coming years (e.g., MDOT reducing several commuter bus routes and adding midday service on the MARC Brunswick Line or VRE adding weekend service). These changes would impact the intercity service to the TPB region.

MDOT MTA Commuter Service Reduction[2]

Due to a reduction in funding and slowly recovering ridership on MDOT MTA Commuter Bus service, commuter service frequency has been reduced for FY 2025 (July 2024), with trips rescheduled to better align with commuter trends. The overall span of service and geographic coverage areas is unchanged, but commuter service across the MDOT MTA commuter bus network has been reduced.

Megabus Bankruptcy[3]

Megabus, a major private intercity bus operator, entered bankruptcy proceedings in June 2024. This bankruptcy is not anticipated to be a complete cessation of operations but will entail a reduction in service and fleet liquidation. This will likely impact the trip volume servicing the TPB region.

Exclusion of DC Circulator from 2025 Budget[4]

The DC Circulator was excluded from the District's 2025 budget, and service ended on December 31, 2024. The Circulator was not an intercity or commuter service but was an important first- and last-mile connector for intercity travelers—particularly those using Union Station.

Amtrak Takeover of Union Station Operations[5]

Amtrak recently assumed control and maintenance responsibilities for Union Station, enabling it to plan and implement facility upgrades and maintenance more effectively. The agency has expressed intentions to improve passenger experience, focusing on enhancements to vehicle boarding and alighting processes, and changes to passenger queuing systems.

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[2] *Mass Transit*. 2024. "MDOT MTA Preserving Commuter Bus Service on All 36 Routes." May 28, 2024. www.masstransitmag.com/bus/press-release/55042755/maryland-transit-administration-mta-mdot-mta-preserving-commuter-bus-service-on-all-36-routes.

[3] Knauth, Dietrich. 2024. "US Bus Company Coach Files for Bankruptcy to Sell Its Business." Reuters, June 12, 2024. www.reuters.com/business/autos-transportation/us-bus-company-coach-files-bankruptcy-sell-its-business-2024-06-12/.

[4] Nguyen, Danny. 2024. "Circulator Bus Service Could End by March 2025, Officials Say." *Washington Post*, April 11, 2024. www.washingtonpost.com/dc-md-va/2024/04/11/circulator-bus-cut/.

[5] Nguyen, Danny. 2024. "Amtrak Just Took Over Union Station. What Does It Mean for Riders?" *Washington Post*, July 29, 2024. www.washingtonpost.com/dc-md-va/2024/07/29/amtrak-union-station-dc/.

4 INTERCEPT SURVEY

While desk research and inventory provided an overview of intercity services in the NCR, these data sources did not have comprehensive information on ridership patterns and travelers' sociodemographic information. The National Household Travel Survey (NHTS) origin-destination (OD) dataset includes intercity rail or air travel, while Replica captures intercity bus services. The project team found that trip volumes aggregated weekly or monthly were the only reliable data elements from these sources. Other data elements, such as trip purposes and socio-demographics, were either unavailable or inaccurate in these sources. To address these gaps, the project team collaborated with the TPB staff to identify and prioritize the most critical information for modeling and analysis needs. This section summarizes the intercept survey design and data analysis of the survey responses.

4.1 Survey Design and Implementation

The project team conducted the 2024 Intercity Travel Survey, also known as the DC Connects Survey, as an in-person intercept survey on intercity bus and rail travel across the 22 jurisdictions of the TPB region in summer 2024. This section provides an overview of the intercept survey design and implementation. Additional details can be found in the full **Intercity Travel Survey Methods Memo**, located in **Appendix B**.

4.1.1 SURVEY DESIGN, SAMPLING, AND QUESTIONNAIRE

Once the project team identified the key topics for modeling and analysis needs, the project team developed the questionnaire and programmed it using the project team's Voxco Web platform. They designed the web survey to be accessible on mobile devices, tablets, and computers. After programming, the team conducted both manual and automated tests and quality checks. TPB staff reviewed and approved the survey program before its launch.

The project team targeted passengers on intercity and commuter bus and rail services traveling through the TPB region, with either their origin or destination outside this region. The project team collaborated with TPB staff to identify a sampling frame of intercity bus and rail stations and routes, including services operated by providers such as BayRunner, FlixBus, Greyhound, Peter Pan, Virginia Breeze, MTA, OmniRide, and Amtrak. The sampling strategy used a stratification approach, primarily by day of the week and secondarily by mode of transportation (bus vs. train). Within each of the 14 substrata (7 days x 2 modes), the team selected three trips, resulting in a total weekly sample size of 42 potential trips. This sample size allowed for the potential dropping of ineligible trips if necessary and provided flexibility to align interviewer staffing with available shifts. Eligible trips had to travel through the TPB region but have either their origin or destination outside this region. Trips during overnight hours (12:00 A.M.- 6:00 A.M.) were excluded due to practical constraints.

The sample file listed all stops as rows for each selected trip, allowing data collectors to strategically plan their interception points. Data collectors decided which stops were most suitable for conducting the intercept surveys based on practical considerations such as travel time, accessibility, and potential passenger volume. Given that transportation schedules and routes change over time, the project team validated and updated the information in the weekly samples. This process involved cross-checking the sample information against the most recent schedules published by each

transportation provider, with special attention given to verifying departure times, route details, and any seasonal variations in service. Alternative routes were selected in case of discrepancies.

The project team designed the survey instrument in English, ensuring it took about five minutes to complete with minimal branching logic to ease the burden on respondents. The full **Intercity Travel Survey Methods Questionnaire** can be found in **Appendix B**. The survey covered several key topics, including traveler origins and destinations (with specific details such as place type, street address, neighborhood, cross streets, or landmarks), trip purpose (e.g., business or personal), modes of access, length of stay in the region, frequency of travel to the region and on the specific route or mode of transit, and traveler demographics.

4.1.2 FIELDING AND ADMINISTRATION

The project team conducted fielding for the DC Connects Survey over a four-week period, starting with data collector training on August 12, 2024, and ending on September 8, 2024. The fielding window was chosen to reflect travel demands throughout the region, including variations due to holidays and seasonal factors. The schedule for data collection staff considered the day of the week and other factors impacting travel demand. Ebony Marketing Systems hired and trained the data collectors and supervised the field staff in coordination with the project team. This supervision included daily scheduling, distribution of assignments, HR functions such as payroll and onboarding, and on-the-ground coordination to ensure coverage of the sampled routes. Training for data collectors consisted of a half-day classroom session to orient them to study materials and protocols, followed by a half-day of field practice on assigned transit routes. Data collectors were assigned to sampled stations during designated shift times based on the Sample Plan, covering different times of the day and rotating weekend days throughout the fielding period.

The project team collaborated closely with intercity operators and station management at 12 stations across the region to secure permission for conducting survey operations on transit property. Most survey operations took place at Union Station, both in the train terminal and bus station, with a team assigned for shifts on most days of the week. They also sampled smaller stations throughout the week to ensure representativeness. This coordination involved obtaining permissions for data collection staff to be present in various station locations and informing intercity agencies about the data collection activities.

After completing their training, data collectors began administering the survey by intercepting passengers on station platforms. A combination of two data collection modes was used: tablets and printed materials with QR codes. Each data collector carried a data-enabled tablet to screen respondents for eligibility and invite them to participate in the survey. Respondents completed the web-based survey on the tablet, with data collectors nearby to assist with any questions or issues. Additionally, data collectors distributed postcard-sized cards featuring a QR code, allowing respondents to complete the survey on their own devices at their convenience. Data collectors screened for eligibility, provided the QR code, and assisted respondents in accessing the survey landing page. The project team collected a total of 1,703 complete responses. All eligible respondents had the option to enter a raffle for one of up to ten $100 gift codes, with the drawing held in October 2024.

4.1.3 LIMITATIONS

The project team originally planned for data collectors to ride on selected routes to interview passengers during their journey. This onboard approach would have provided more time for data collectors to interact with respondents and offered extensive coverage of the DC metropolitan area. While transit agencies were generally cooperative in allowing data collection staff into public areas, they were hesitant to permit data collectors to board vehicles. Operators with leased bus slips at Union Station collectively agreed to allow survey operations in leased spaces, provided the survey team did not board the vehicles.

Although the intercept design produced satisfactory results, data collection staff found it more challenging to intercept passengers who were alighting into the region, as these passengers were often focused on reaching their destinations. In contrast, passengers waiting at a station for a departing route had more time to engage with data collectors. This limitation could potentially be mitigated by allowing data collectors to board vehicles, particularly on routes arriving at the region. However, this would require significant cooperation from intercity operators and substantial investment in building relationships with relevant stakeholders early in the survey design process.

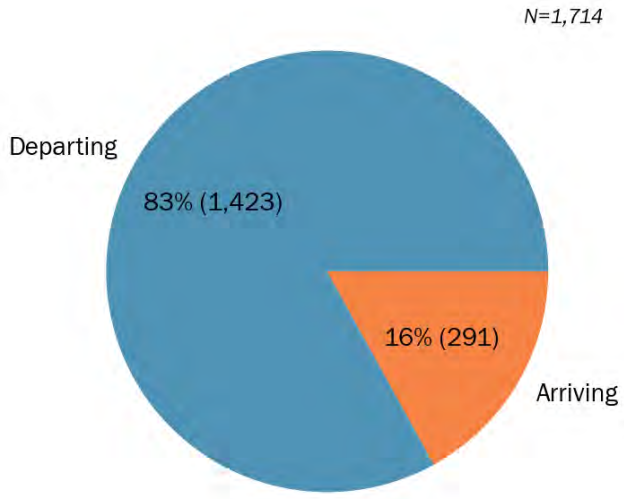
4.2 Data Analysis

This section discusses the findings from the data analysis conducted on the survey responses, highlighting key travel patterns, sociodemographic characteristics, and geographic distribution among individuals traveling to and from the NCR. It should be noted that the survey responses are not weighted by population, and the summary statistics are based solely on the survey responses.

4.2.1 TRAVEL DIRECTION

Figure 14 summarizes the distribution of responses based on whether the respondent was arriving or departing the DC region. Of the participants, 83 percent took the survey before leaving the DC region, while 17 percent of the responses were recorded from those who had arrived in the region. The higher proportion of departing passengers may be explained by having more time to participate in surveys during travel or while waiting to start the next segment of a trip, as opposed to arriving travelers who may be in a rush to reach their next destination or may be too fatigued to engage.

Figure 14: Travel Direction of Survey Respondents



Participation Location

Figure 15 shows the distribution of responses collected across transit stations where the survey was conducted. Over 70 percent of responses were recorded at Union Station, with a considerable number of responses also received at Alexandria and New Carrollton stations. Union Station is a major intercity travel hub in the region, served by both intercity bus and rail services. Alexandria is served by Amtrak rail service, and New Carrollton is served by Amtrak rail and Greyhound buses.

Responses from all other stations, including Franconia-Springfield, Vienna, and Silver Spring Transit Center, combined made up less than 10 percent and were mostly from bus travelers.

Figure 15: Distribution of User Survey Participants Across Transit Stations

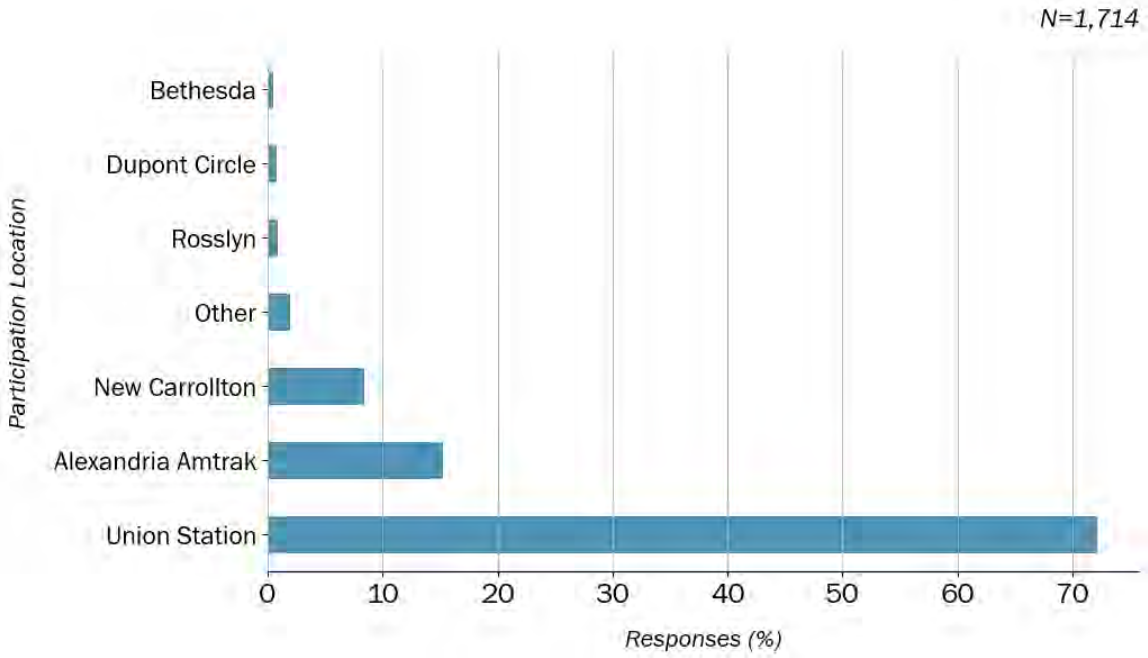
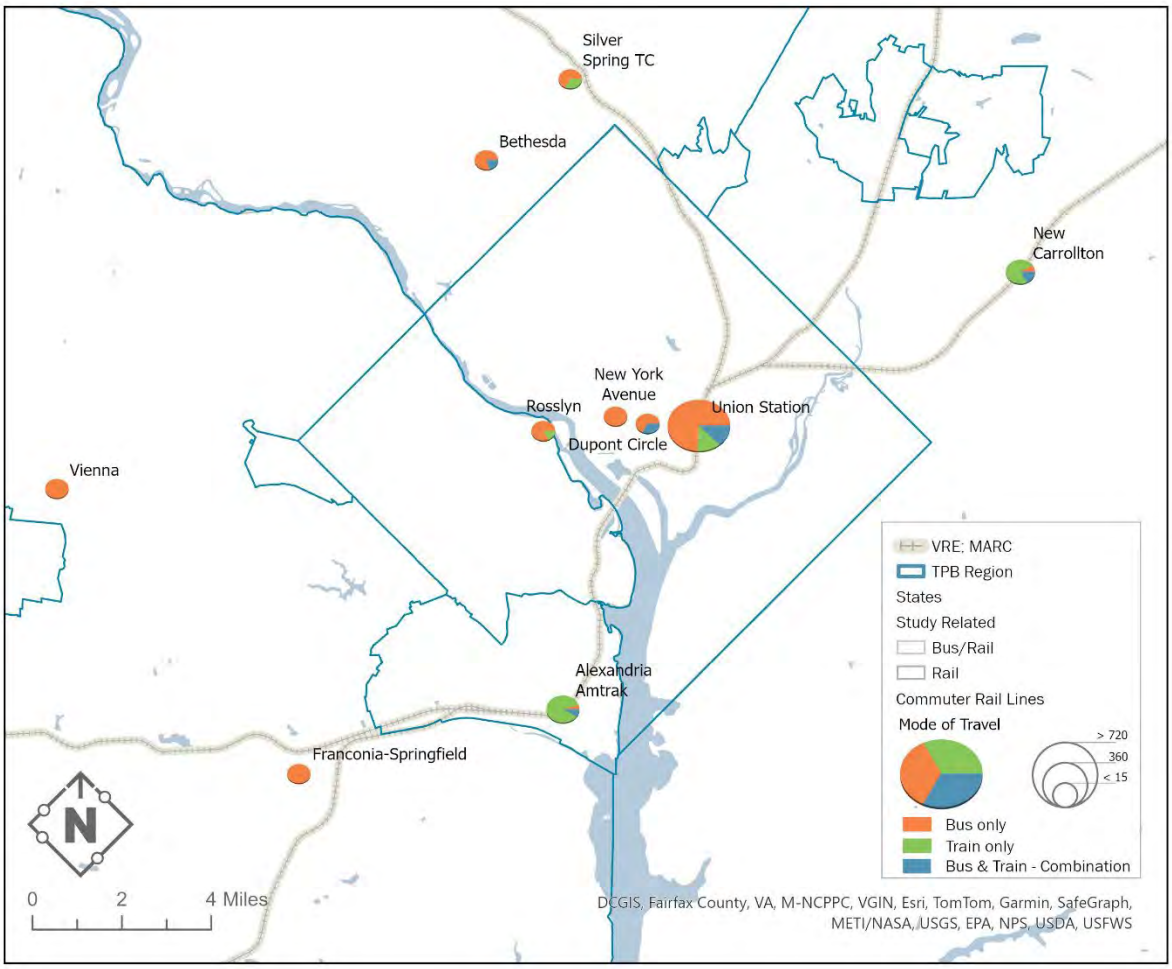


Figure 16 illustrates the transit stations where survey responses were collected, along with the distribution of reported modes of intercity travel. As mentioned, the highest number of responses were recorded at Union Station, with most respondents indicating bus travel. Alexandria and New Carrollton had the next highest levels of participation, with a sizable portion of respondents at these stations reporting rail as their mode of travel.

Figure 16: Distribution of Responses Collected Across Transit Stations



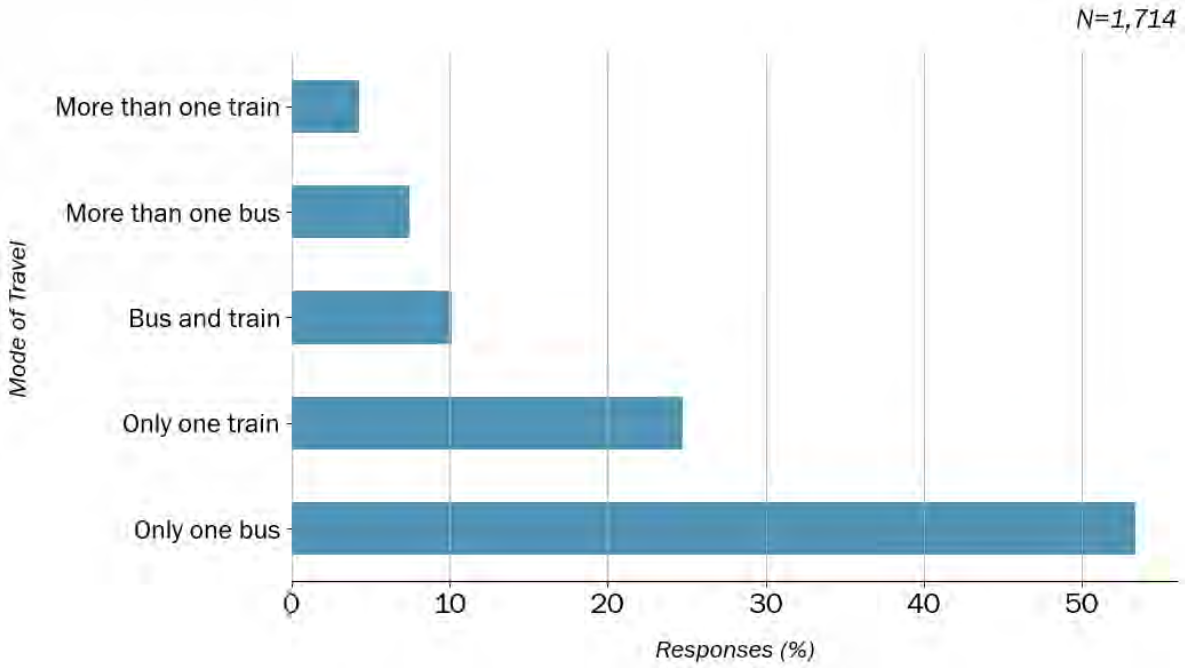
4.2.2 TRAVEL PATTERNS

This section analyzes survey participants' travel patterns, such as mode choice, travel purposes, frequency of intercity travel, and first- and last-mile choices. Understanding these factors can help improve strategic planning and system connectivity.

Mode of Travel

Figure 17 summarizes the mode distribution for intercity travel, showing that a strong majority of respondents relied solely on a single mode. Over 50 percent reported taking only one bus for their intercity travel, and about 25 percent of respondents reported taking only one train. A smaller portion of respondents reported a multi-segmented or multimodal trip in which they used more than one bus, more than one train, or a combination of buses and trains. About 10 percent of respondents reported using a combination of both bus and rail for their trips, about 8 percent reported using multiple buses, and less than 5 percent reported taking multiple trains. It should be noted that respondents might have included their first- or last-mile transit trips in the response, although the questionnaire explicitly asked for intercity travel mode.

Figure 17: Distribution of Mode Choice for Intercity Travel Among Survey Participants



The preference for single-mode travel, particularly for bus routes, suggests that people use the current intercity infrastructure for regional travel. This choice may be influenced by factors such as cost, availability, and convenience. The lower usage of multi-transfer modes suggests limitations in intermodal connectivity.

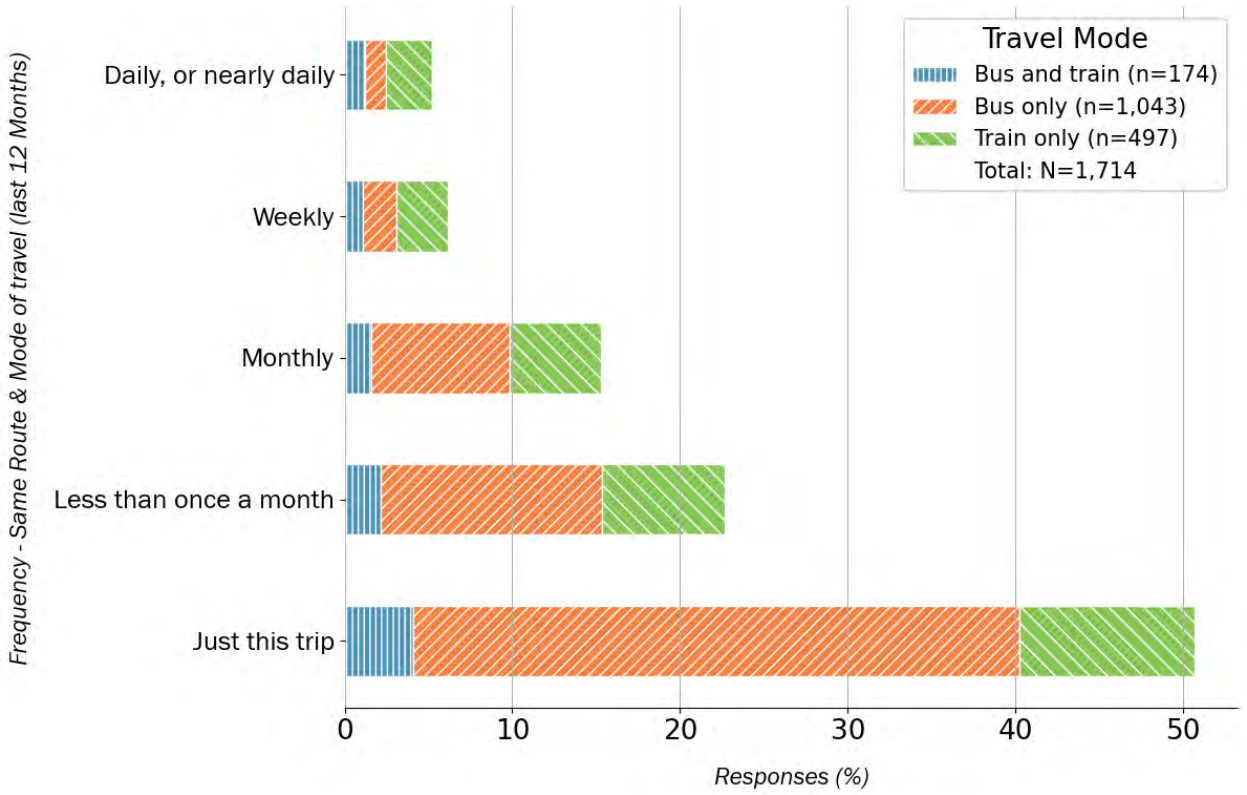
In subsequent sections, the project team recategorized travel modes into three groups: bus only, train only, and bus and train. The project team combined "More than one bus" with "Bus only" and "More than one train" with "Train only" due to insufficient sample sizes. This allows for a focused analysis of the distinctions between different transportation modes.

Frequency of Travel

Figure 18 summarizes the frequency of trips made on the same route using the same mode of travel over the past 12 months. Over half of the respondents said the current intercity trip reported was their only trip, with bus travelers representing the largest share, while train travelers accounted for only 10 percent of all responses. Over 70 percent of participants who reported bus travel indicated that they were either only referring to their current trip or traveled less than once a month.

Conversely, train travel was popular among frequent travelers who reported traveling daily on a weekly basis. Out of all respondents who reported traveling daily or nearly daily, about half traveled by rail, and a similar proportion of weekly travelers rode the train. Multimodal travel accounted for nearly a quarter of daily or nearly daily travelers and about 20 percent of weekly travelers.

Figure 18: Frequency of Travel on the Same Route and Mode (Past 12 Months)



Trip Origin and Destination Place Type

Figure 19 and **Figure 20** show the distribution of responses when each group, those arriving and departing from the NCR, were asked about the type of place where they began their one-way trip. Among those arriving, 58 percent started their trips from their homes. For those departing the region, 48 percent began from their homes within the area. Across both groups, the bus was the most popular mode of choice, but it was more prominent among departures than arrivals.

The residence of friends/family consistently ranked as the second most common type of place trips began. For arrivals, it accounted for about 10 percent of trips, with a significant share using both bus only and train only. The share for departures after visiting friends or family was 20 percent, most of which indicated they were riding the bus. Hotels/lodging as place of origin represents a smaller but consistent portion of trips. Bus services were popular among those leaving from hotels or lodging, with a higher share observed for departures from the NCR compared to arrivals.

The number of respondents reporting their intercity travel to and from their work locations was consistent across both arriving and departing groups. Both groups demonstrated a comparable distribution of transportation modes; however, those departing from the NCR were more likely to be using both bus and train. Trips from school or campus show a different pattern, with a higher proportion of arrivals using a combination of buses and trains compared to departures. A marginal share of responses reported traveling from airports and other transit stations, with bus travel being the dominant mode.

Figure 19: Distribution of Place (Type) of Origin Reported by Those Arriving in the NCR

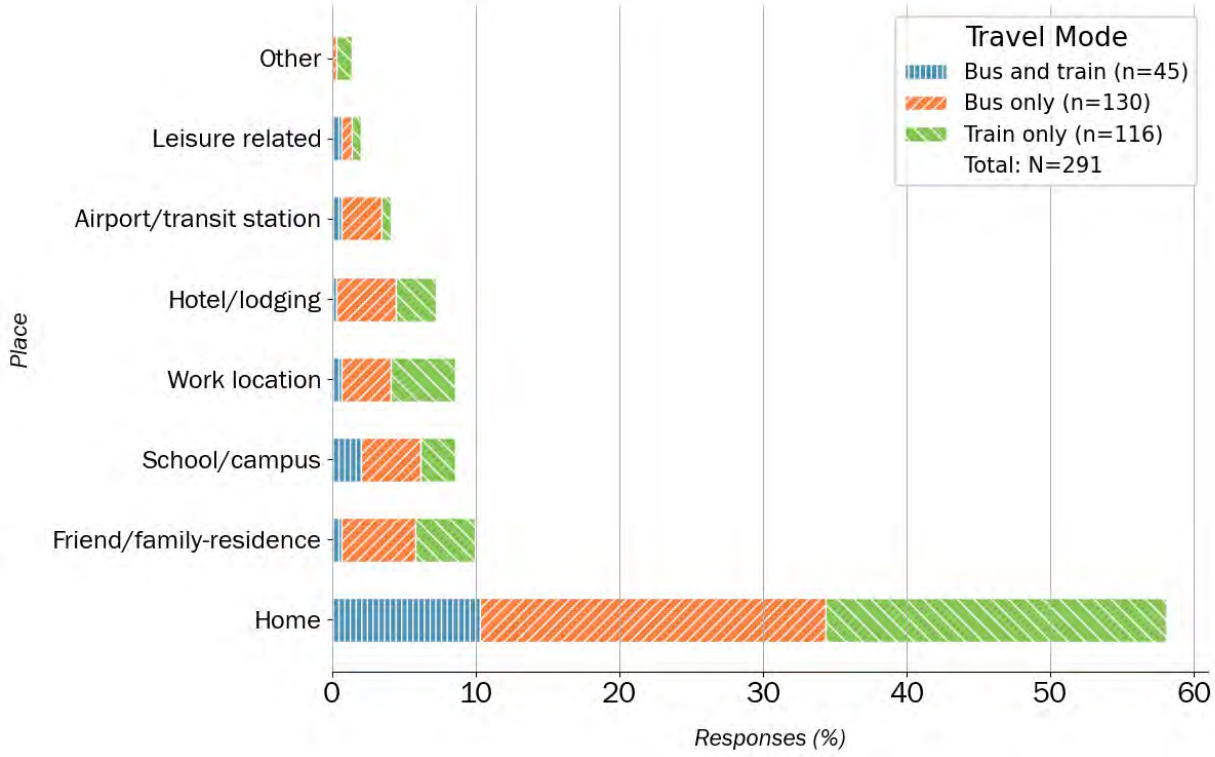
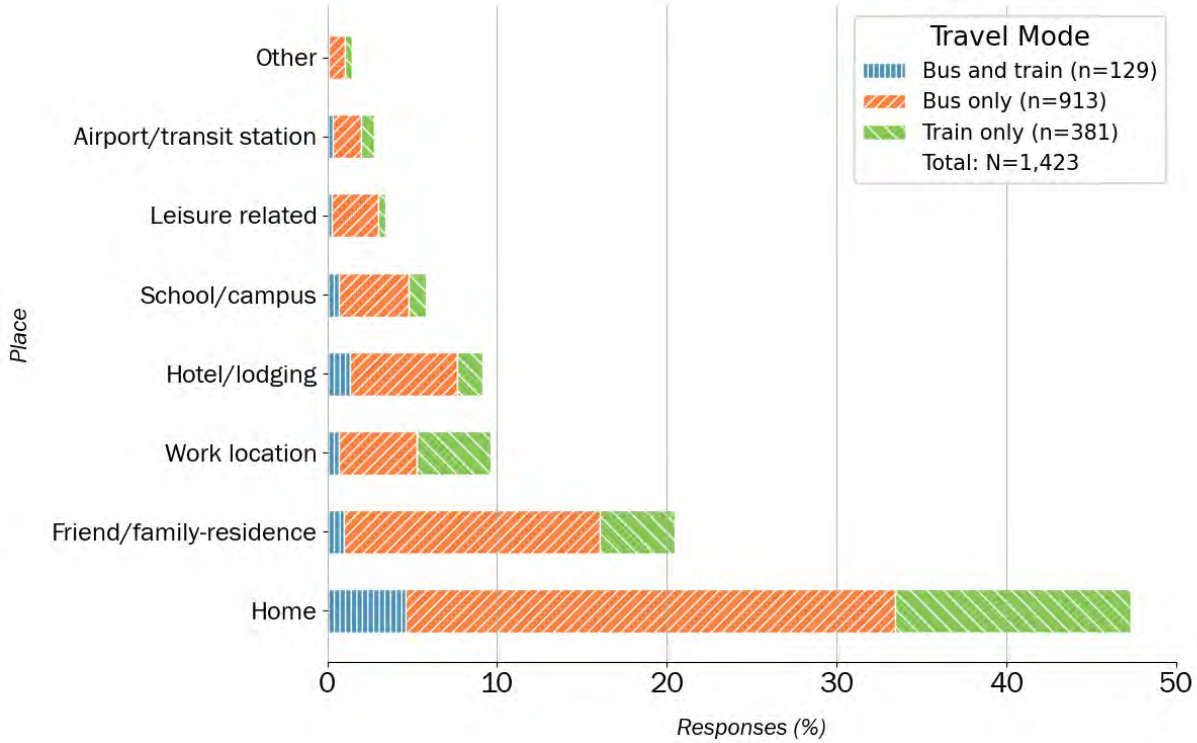


Figure 20: Distribution of Place (Type) of Origin Reported by Those Departing from the NCR



Purpose of Travel

Figure 21 presents the responses on travel purposes categorized into personal/leisure, visiting family/friends, work/business, commuting, school/education, relocation, and other reasons across the three travel modes: bus, train, and a combination of both.

Personal/leisure and visiting family/friends were the most popular reasons for intercity travel. These two reasons collectively represent over 70 percent of all responses. The majority of the trips in both these categories were completed by bus. In contrast, trains were preferred by less than 25 percent of the respondents. Work or business travel shows an even distribution between bus and rail travel modes.

The combination of bus and train travel modes remains marginal across all travel purposes. However, many responses are noted for personal/leisure trips and visiting family/friends, as well as a notable proportion for school/education and work/business travel. Relocation trips exhibit the lowest multimodal share and primarily depend on buses.

Figure 21: Distribution of Travel Modes Across Travel Purpose

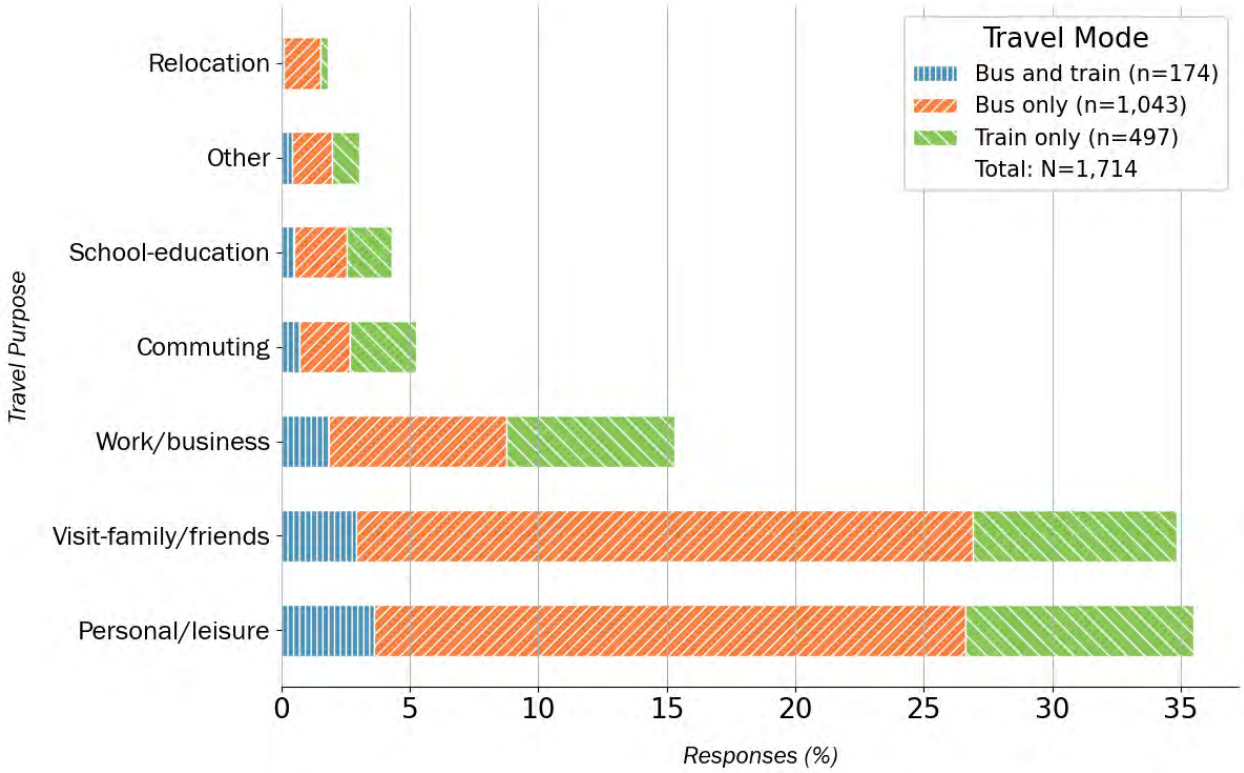
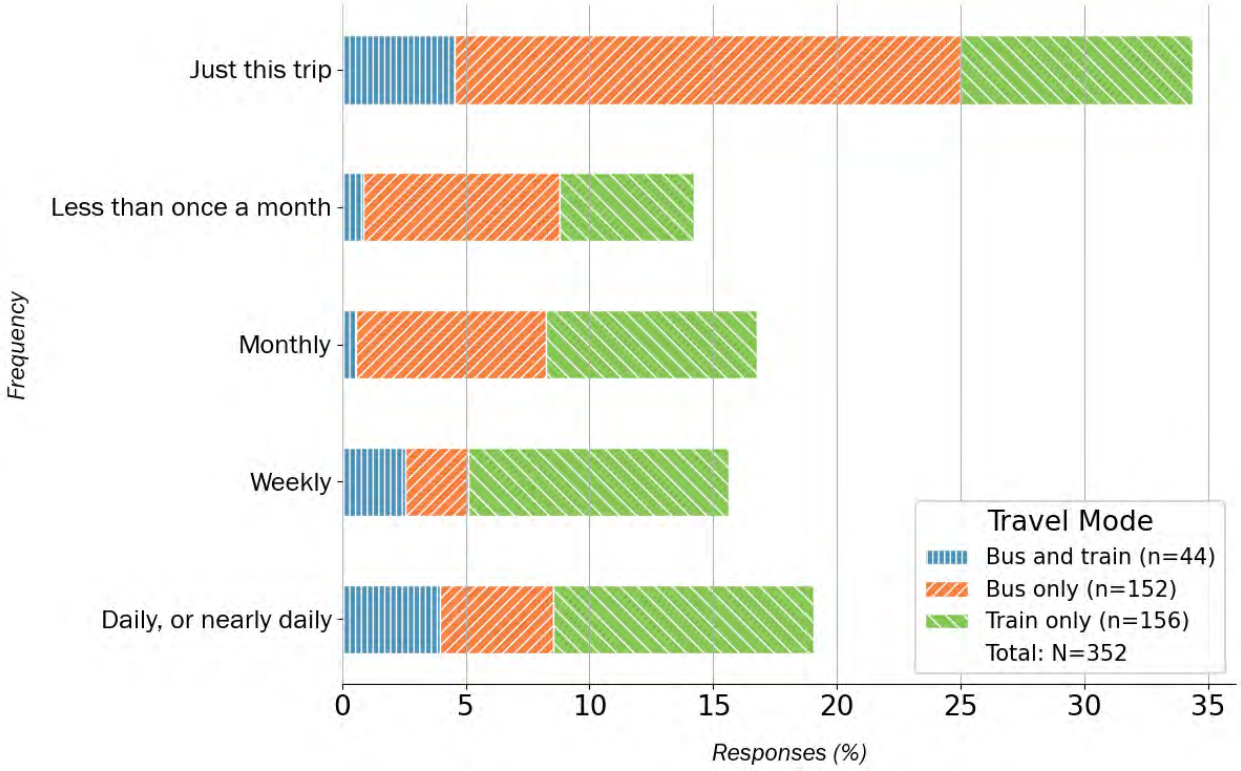


Figure 22 shows the distribution of responses on travel purposes related to work or business, including those who reported their travel as a "commute." Among travelers who reported commuting or work/business-related travel on a daily or weekly basis, over half used trains. A significant share also reported depending on a combination of buses and trains for their intercity travel. Conversely,

infrequent travelers show a significant shift toward buses, with fewer relying on trains or a combination of both modes. This trend stands out, particularly among those indicating "Just this trip," where a majority show a preference for buses.

Figure 22: Distribution of Responses That Reference Commuting or Work/Business Related Travel Purposes



First- and Last-Mile Travel

Figure 23 shows the distribution of intercity mode choice across different first- and last-mile travel modes. The pie charts of the distribution by intercity travel mode and the first- and last-mile travel mode are included in **Figure 32** in **Appendix B**. Being picked up and dropped off was the top option for accessing the intercity stations, followed by using taxis and ride-share. Metro and local buses are notable contributors to first- and last-mile travel. Two-thirds of those who relied on Metro for first- and last-mile travel used bus services for intercity travel. In contrast, only a small fraction of train users reported using local buses. Both walking and driving alone also have a significantly higher representation of train riders compared to any other first- and last-mile mode. Carpooling and biking are the least represented modes, each making up less than 1 percent of the responses.

Figure 23: Distribution of First- and Last-Mile Mode of Travel

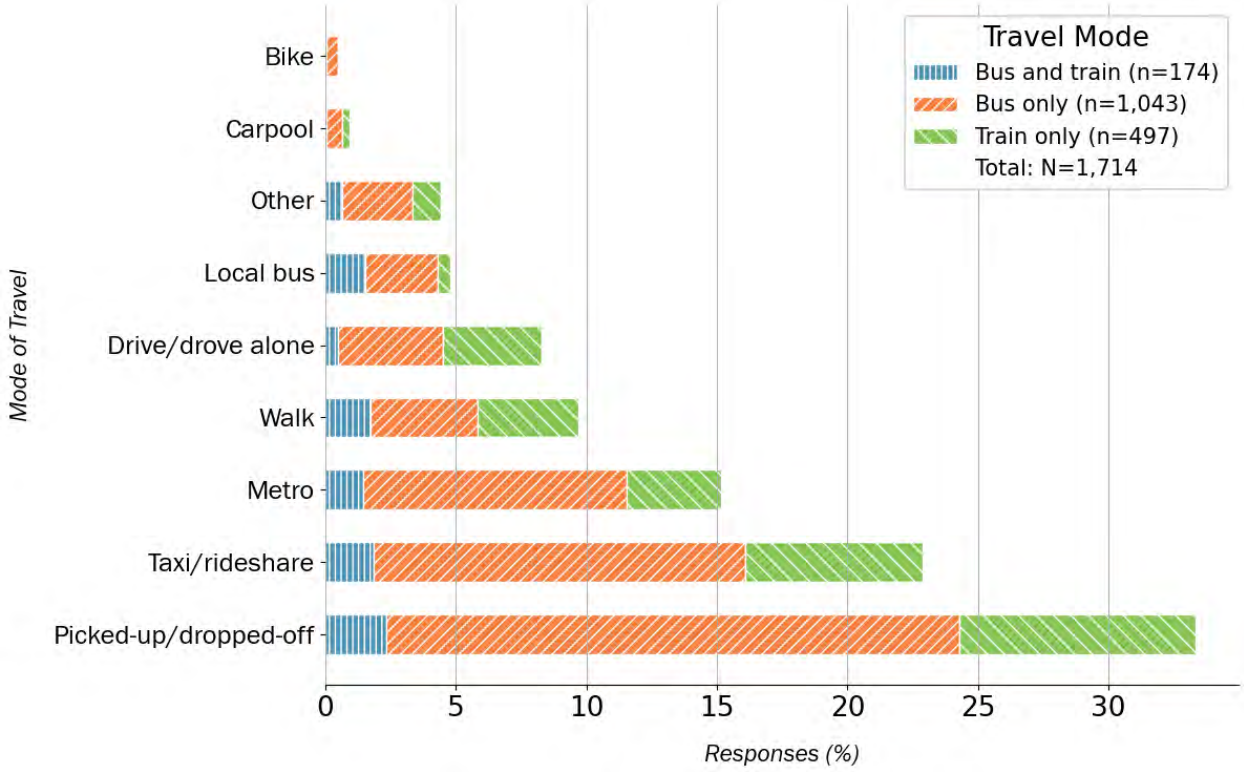
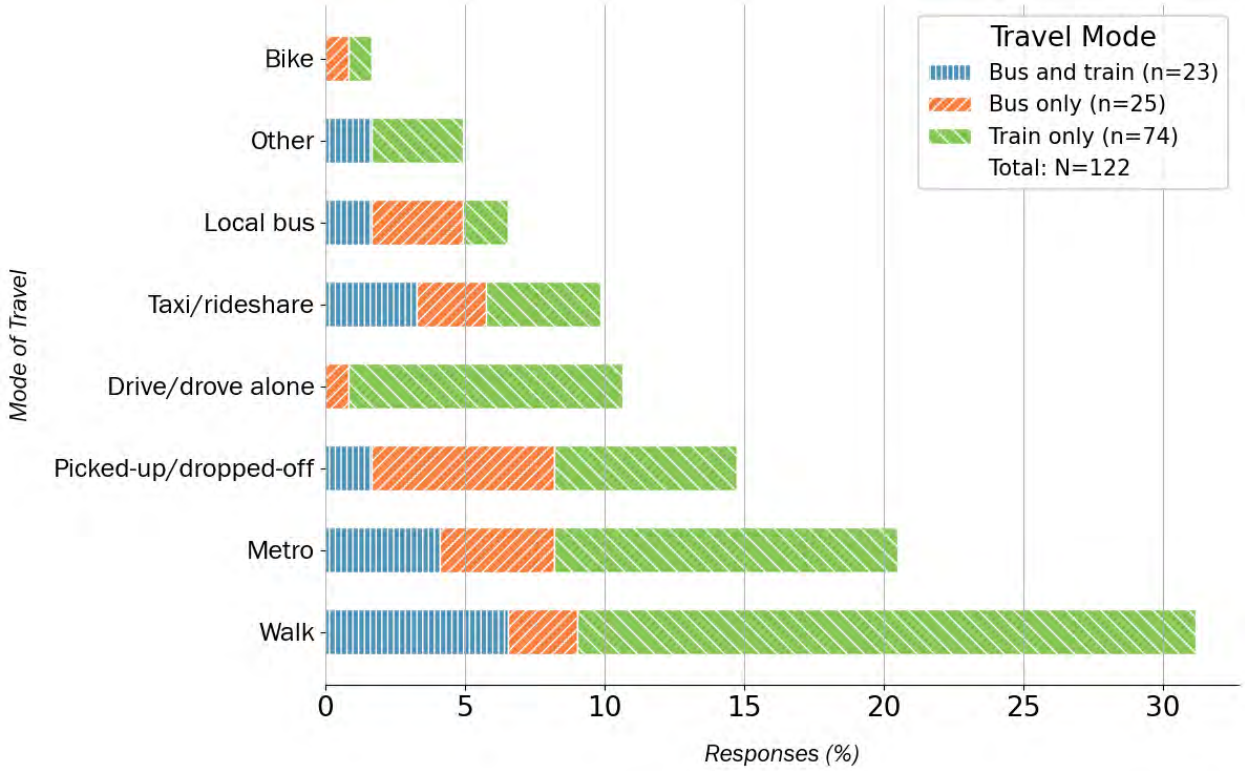


Figure 24 summarizes the first- and last-mile travel for commute and work/business-related daily or weekly trips. The pie charts of the distribution by intercity travel mode and the first- and last-mile travel mode are included in **Figure 33** in **Appendix A**. Despite the small sample size, survey responses reveal that a significant share of intercity rail commuters rely on walking for their first- and last-mile travel. Most travelers drive alone to access intercity trains. A notable portion of train riders also use Metro services, while bus-reliant intercity travelers are more likely to use local buses for connections. Flexible options, such as being picked up or dropped off and using taxis or rideshares, are evenly distributed across the three modes. Being picked up or dropped off and taxi/ride-share showed a balanced distribution across the three modes, while the ride-sharing option was particularly popular among respondents who used a combination of bus and train. Being picked up or dropped off and taxi/ride-share showed a balanced distribution across the three modes, while the

ride-sharing option was particularly popular among respondents who used a combination of bus and train.

Figure 24: Distribution of First- and Last-Mile Mode Choices Among Frequent (Daily, or Nearly Daily, and Weekly) Commuters



4.2.3 SOCIODEMOGRAPHICS

This section summarizes the survey findings of sociodemographic factors for intercity bus and rail travel. Understanding the relationship between race/ethnicity, income, and travel mode preference provides insight into the socioeconomic and racial differences that may influence transportation access and mode choice preferences.

Race/Ethnicity vs. Travel Mode

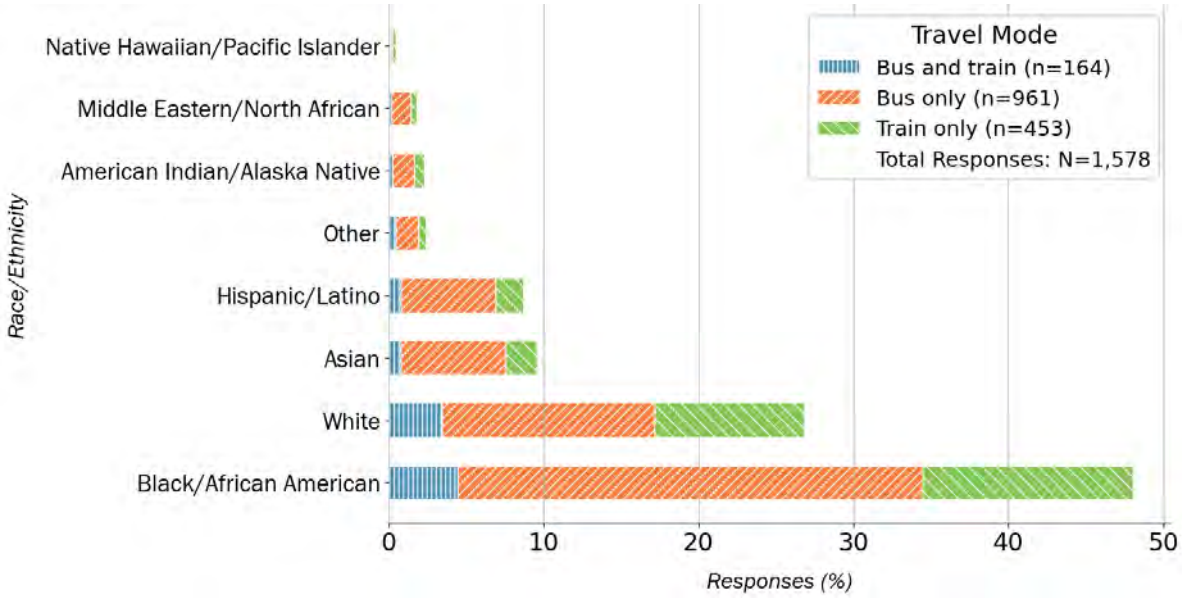
Figure 25 shows the distribution of preferred modes of travel among different racial/ethnic groups. Only 60 percent of respondents identified their race/ethnicity. Bus travel was the majority mode for all groups.

Bus travel constitutes 62 percent of the trips reported by Black/African American respondents, who represent the majority of the total responses. White respondents, who represent the second highest number of responses, made up a lower share (50 percent) of bus travelers.

Most Asian and Hispanic/Latino respondents rely on bus services. It is also a primary mode of transportation for minority groups such as Middle Eastern/North African and American Indian individuals.

White respondents make up 36 percent of intercity train travelers, while Black/African American respondents account for 28 percent. Train usage is much lower among Hispanic/Latino and Asian groups, with only 20 percent of respondents belonging to these groups reporting train travel. Other minority groups also represent a small share of train travelers.

Figure 25: Race/Ethnic Distribution of Survey Participants by Travel Mode

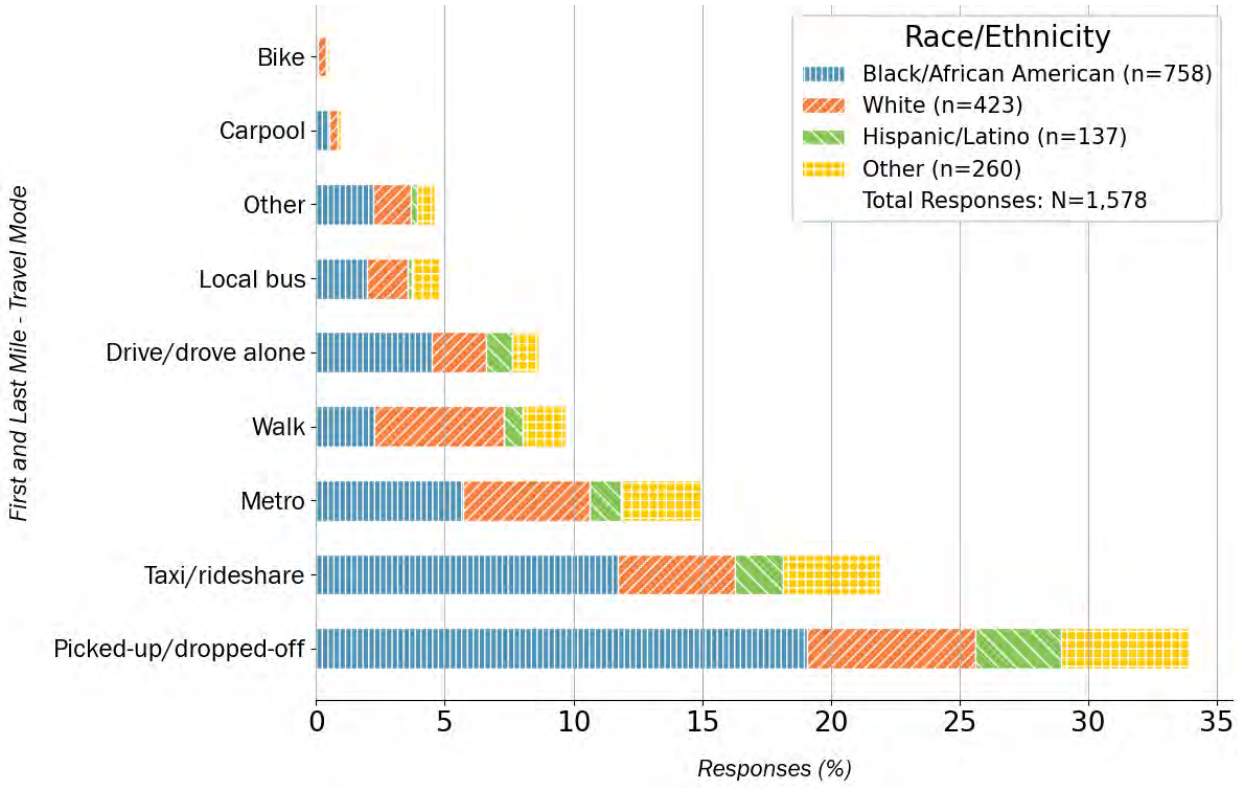


Race/Ethnicity vs. First/Last Mile Mode

Analyzing first- and last-mile travel by race and ethnicity offers insights into transportation accessibility, barriers, and preferences among diverse populations. **Figure 26** summarizes the breakdown of first- and last-mile modes by race/ethnicity. African American respondents showed significant reliance on being picked up or dropped off and using taxi and rideshare services. In contrast, Hispanic/Latino and White respondents relied less on these modes.

White respondents were an overwhelming majority among those who walked to cover first- and last-mile connections. Although biking was minimal, it was particularly popular among white respondents. Both Metro and local bus services showed an even distribution across all groups. However, Hispanic/Latino respondents were underrepresented among those using local bus services. Land use patterns and affordable housing near transit- and walk-accessible areas may significantly affect race/ethnicity trends in first- and last-mile access to intercity travel.

Figure 26: Racial/Ethnic Distribution Based on First/Last-Mile Travel

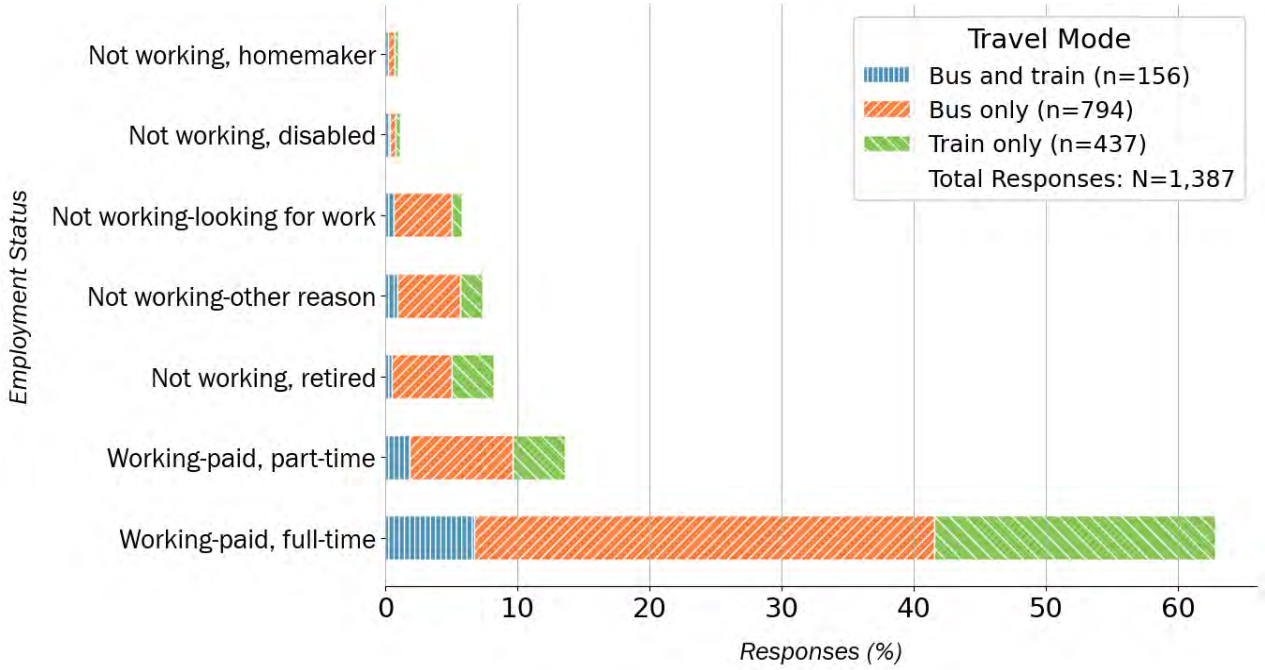


Employment Status vs. Travel Mode

Figure 27 summarizes employment status and intercity travel mode. Full-time workers, who constituted the largest segment, relied equally on bus or train for intercity travel. Part-time workers reported buses as the most common mode of intercity travel and used trains at a lower rate than full-time workers.

Non-working survey respondents, including retirees, homemakers, and those seeking employment, relied on buses for intercity travel. Within this category, retirees stood out for reporting higher train usage than other non-working groups. Although the sample size was small, homemakers and those looking for work chose buses overwhelmingly. Across all non-working groups, the use of multimodal options was consistently small.

Figure 27: Survey Participants' Employment Status by Mode of Travel



Income vs. Travel Mode

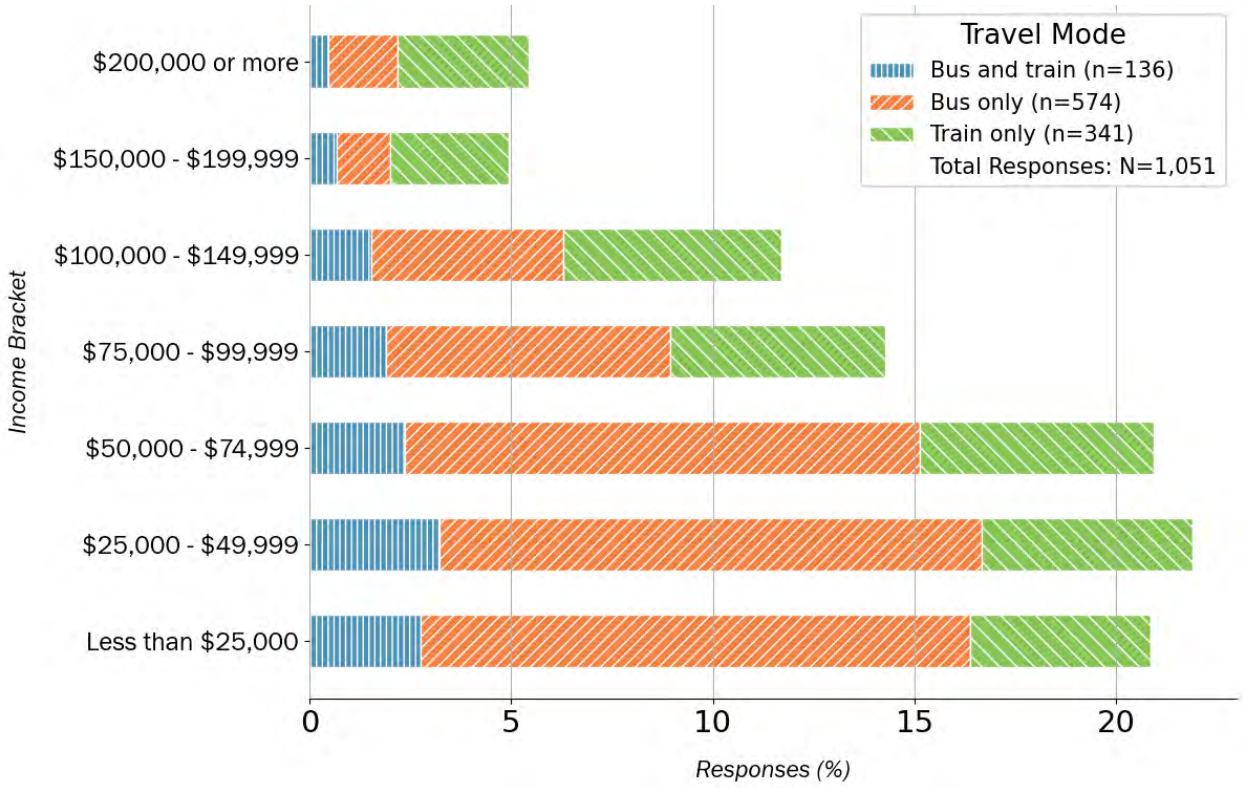
Figure 28 illustrates the correlation between income levels and intercity travel preferences. The income data presented pertains to responses collected regarding total household income before taxes in 2023.

Lower-income groups, comprising individuals with an annual household income of less than $75,000, predominantly reported using buses for intercity travel, with a smaller portion relying on trains. Only a minority of these respondents used multimodal options.

In the middle-income range, consisting of individuals with a household income between $75,000 and $149,999 annually, buses remained the most popular but with a noticeable decline in usage compared to lower-income groups. Higher train usage was reported more by this group, particularly among those at the higher end of this income range. Multimodal travel remained consistent but was still reported by a relatively small segment of respondents.

High-income groups, those with a household income of more than $150,000 or more, reported a clear preference for trains as their primary mode of intercity travel and significantly lower use of buses. A combination of bus and train was the least reported among the higher-income respondents. The use of intercity trains rises with higher household incomes.

Figure 28: Household Income Distribution by Mode of Travel



4.2.4 GEOGRAPHIC DISTRIBUTION

Respondents arriving in the NCR were asked to identify the nearest city from where their one-way trip began, while those departing were asked to identify the closest city to their intended destination. **Figure 29** and **Figure 30** illustrates the travel patterns of intercity travelers arriving at and departing from the NCR region through various intercity stations and modes of transportation.

Most respondents traveled to the NCR from New York, NY, and a significant number of respondents traveled from Philadelphia, PA, and Baltimore, MD. More than half the survey respondents arriving at the NCR used a bus followed by a train. Respondents arriving from Atlanta, GA, and Wilmington, DE, consisted exclusively of bus trips, while those traveling from Charlottesville, VA, and Annapolis, MD, primarily used trains. Those who made their journey using a combination of bus and train mostly arrived from New York, Philadelphia, and Baltimore.

Similar to arrivals, most of the respondents started their journey from Union Station. New York City was the common destination, with notable respondents going to Richmond, VA, Philadelphia, and Baltimore. Significantly fewer respondents reported using trains to depart from the NCR than arrivals (22 percent vs 40 percent). Departures to Richmond and Baltimore showed an even split between bus and rail users. Responses from Alexandria, VA, and New Carrollton, MD, mostly indicated intercity rail travelers. Train travel was popular for those leaving for Fredericksburg and Norfolk, VA, due to Amtrak connections.

Figure 29: Nearest City of Respondents' Trip Origin and Destination Station within the NCR

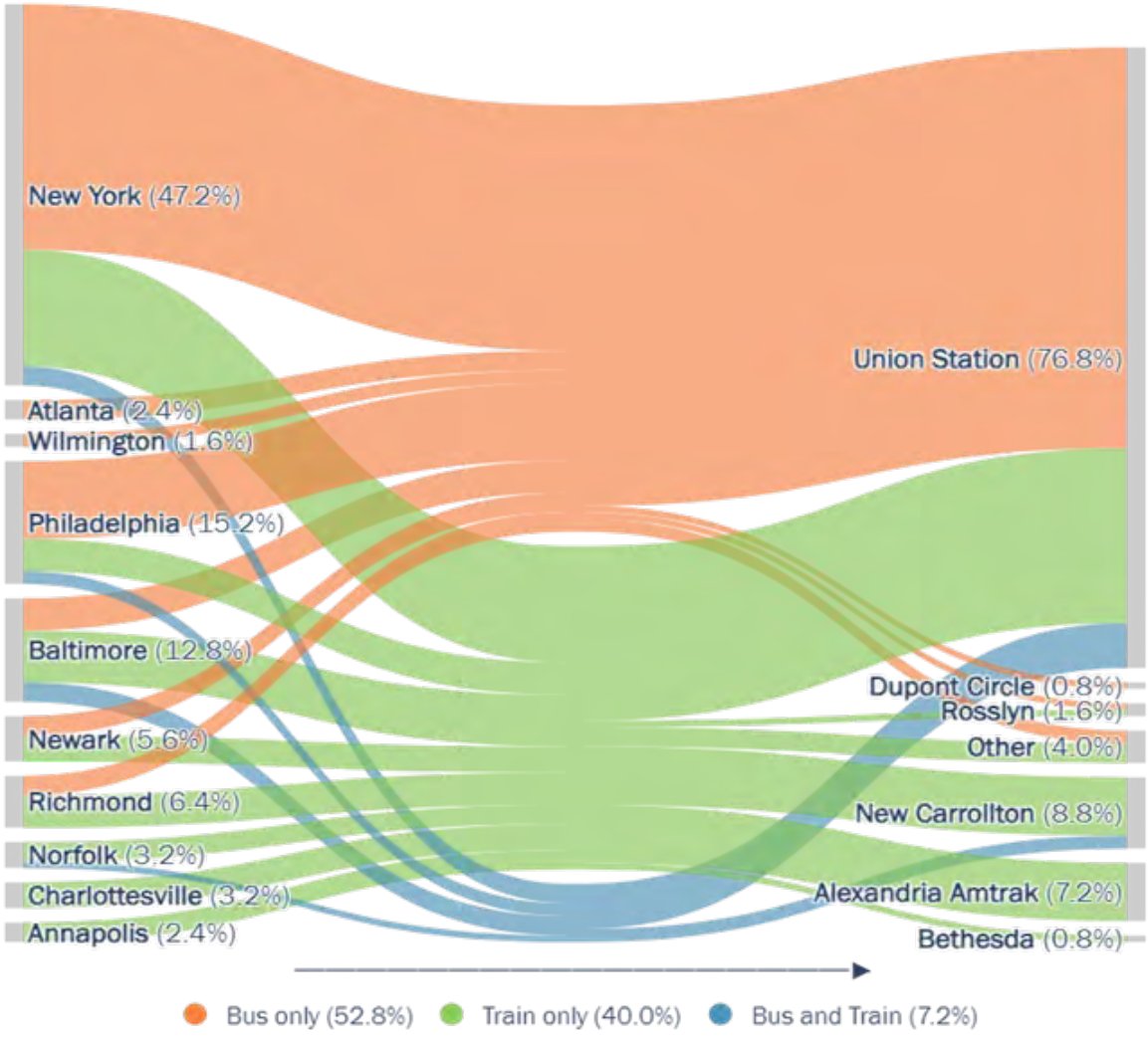
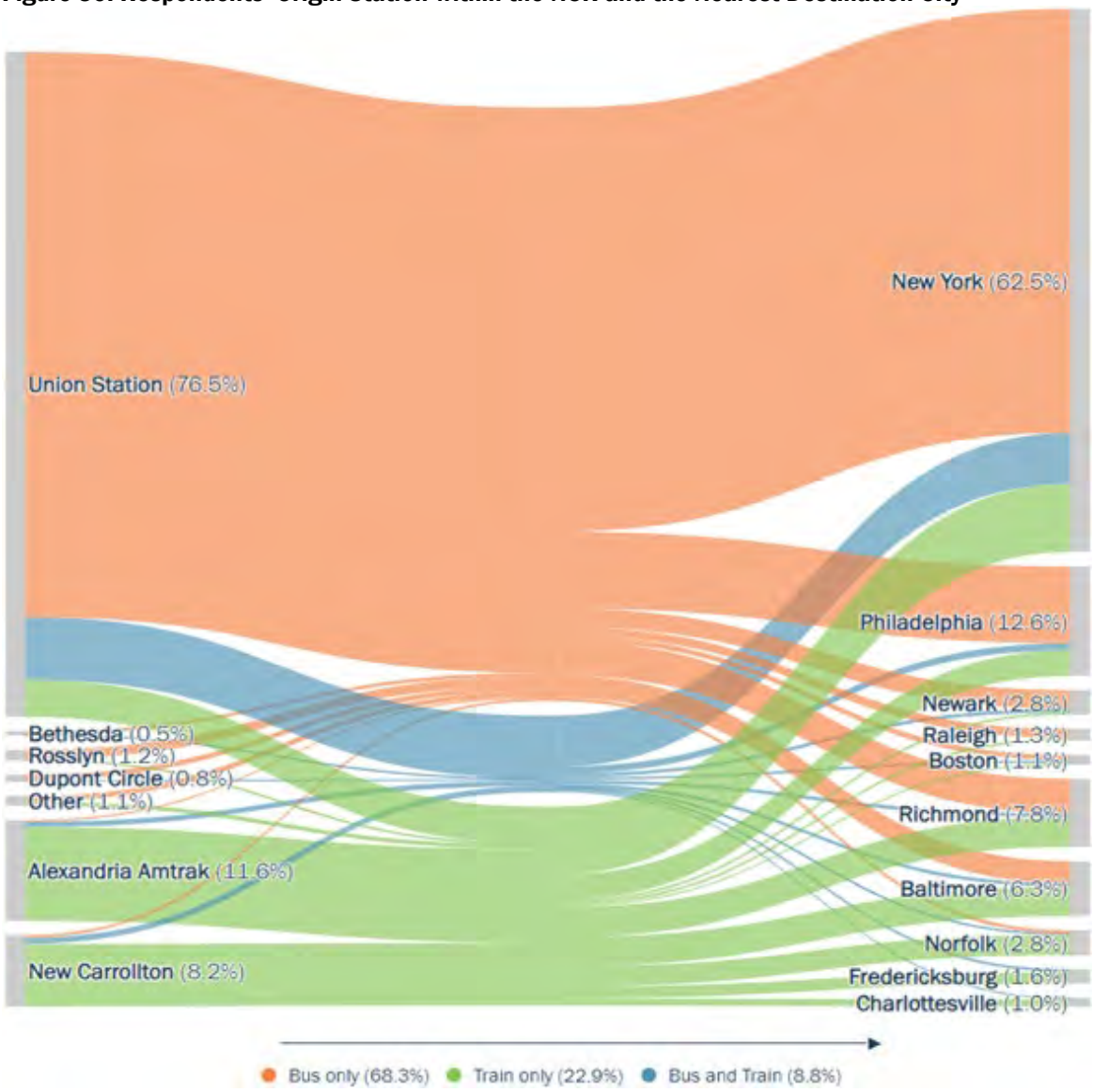


Figure 30: Respondents' Origin Station within the NCR and the Nearest Destination City

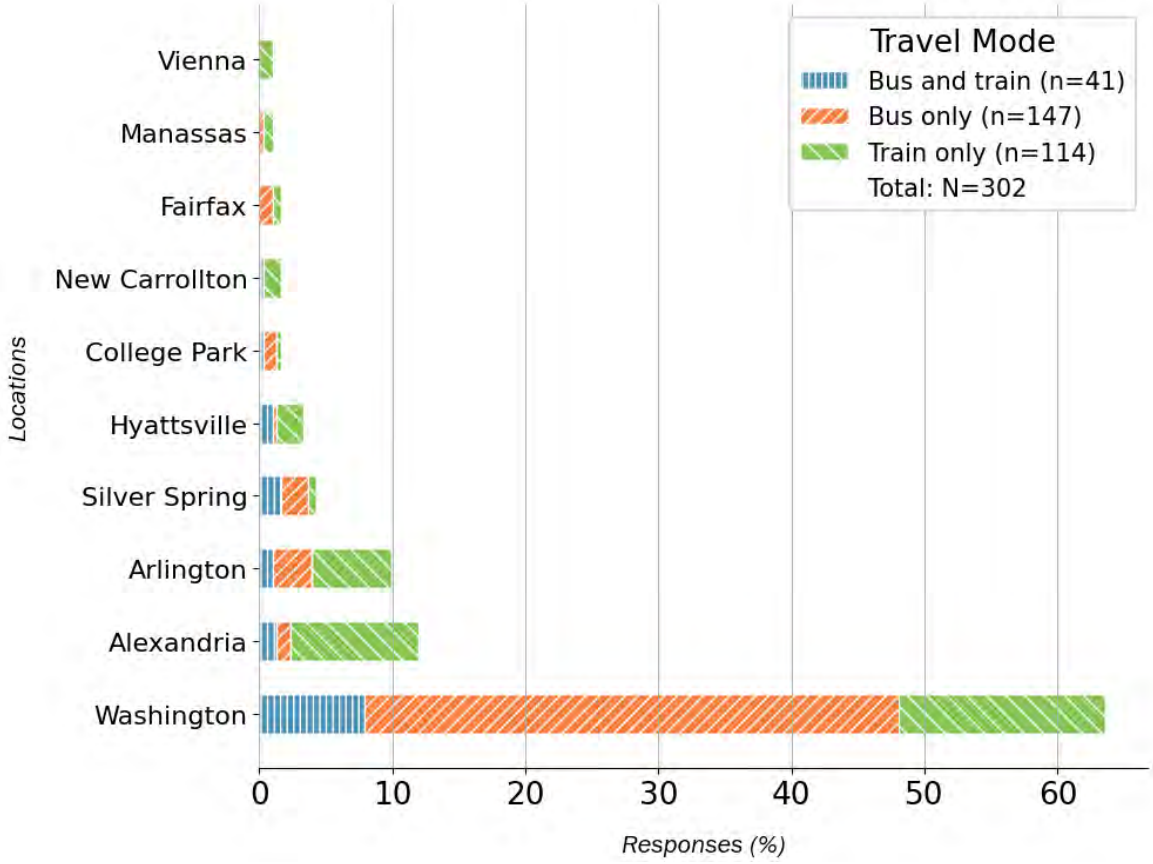


The survey also identified the most frequently mentioned cities reported by respondents as either departing or arriving at the NCR. **Figure 31** summarizes the top 10 cities with origins or destinations in the NCR. Washington, DC, had the highest number of trips reported among all cities. Most of these trips used buses as the sole mode of travel, with a smaller proportion relying exclusively on trains or using a combination of buses and trains.

Alexandria and Arlington in Virginia were the second and third largest places of origin in the region. In Alexandria, most trips reported were made by trains exclusively, with very limited use of buses or combined modes. Amtrak has one of the major stations at Alexandra and New Carrollton. Arlington showed a more balanced split between modes, with trains being the most used, followed by buses and a smaller share of multimodal trips.

Silver Spring, MD, accounted for fewer responses but exhibited a distinct mix of travel modes. Trips to or from Silver Spring used both buses and trains in significant proportions, with fewer respondents relying exclusively on trains. Intercity travel modes varied among smaller cities like College Park in Maryland and Fairfax and Manassas in Virginia. Respondents in Hyattsville and New Carrollton strongly preferred trains as the only mode of travel with minimal bus use.

Figure 31: Top 10 Starting or Destination Locations



5 KEY FINDINGS AND RECOMMENDATIONS

The project team conducted desk research and an inventory of intercity service, along with the intercept survey, to gain a comprehensive understanding of intercity travel in the NCR. The key findings of the study are summarized as follows:

Overall Intercity Network

- Intercity service connects the NCR to more than 50 cities across 21 states, primarily along the East Coast but also extending west to Illinois and Louisiana. The Washington, DC,- New York City, NY, route has the highest trip volume.
- As of April 2024, 14 intercity transit providers and four commuter transit providers operate into the NCR with 31 intercity stops in the region. Of the 24 counties, cities, and districts within the NCR, 14 have at least one intercity transit stop. Union Station in DC hosts the highest number of intercity operators. Several intercity service providers also serve locations such as Silver Spring and Frederick in Maryland, and Rosslyn, Springfield, and Vienna in Virginia.
- Amtrak's intercity service is largely consistent throughout the week, while the number of bus trips peaks on Fridays and Sundays. Most service providers operate with a regular schedule on major holidays. On the other hand, commuter services provider schedules reflect strong commuting patterns with a high number of weekday trips and a very low number on weekends.

Findings

- Amtrak's ridership has recovered to exceed pre-pandemic ridership, while intercity bus ridership is still at about half of it. Amtrak achieved a historic milestone of an all-time ridership record of 32.8 million customer trips nationwide in FY 2024, which is a 15 percent increase over FY 2023.
- Commuter services ridership is recovering to about a third of the pre-pandemic level and is expected to increase with the federal return to in-person work mandate.
- The majority of intercity riders traveled less than once a month or reported only a single intercity trip in the past 12 months. Most of the infrequent intercity travelers traveled by bus, while frequent travelers used trains.
- Personal or leisure was the top reason for intercity trips, followed by visits to family and friends. Comparatively, work/business-related travel represents a smaller share of trips.
- Intercity travelers often depend on someone to provide pick-up or drop-off services for first- and last-mile connectivity. These travelers also use ride-hailing services and Metro systems or walk to access intercity stops.

Traveler Sociodemographic Information

- Intercity travelers with lower income use buses for intercity travel. Train usage increases with income, with high-income travelers primarily relying on trains for their intercity trips.
- Black/African American travelers represent the largest share of respondents in the survey, relying heavily on buses for intercity travel. Asian and Hispanic/Latino respondents also mainly use buses for intercity trips. While many white respondents use buses as well, a higher proportion of white respondents prefer traveling by train for intercity trips.

Other Findings

- Understanding intercity travel requires multiple data sources and methods. Desk research offers service schedules, routes, and stops; big data reveals ridership trends; intercept surveys provide riders' sociodemographic information.
- Intermodal connections and integration at intercity stations vary in connections to transit, parking, and nearby private businesses. Several stations with a high number of bus trips, such as New York Ave, lack adequate facilities.
- The intercity travel operators are undergoing major changes, including bankruptcy, service expansion, reduction, and operational changes.
- Future research could enhance this study by 1) counting the number of boarding and alighting travelers to gather ridership data, and 2) collecting start and end geographic locations in the intercept survey to map the trip start and end points within the NCR. Coordinating with visitors, tourism, and economic institutions can improve data collection.

Based on the findings, the project team has the following recommendations to enhance intercity travel in the NCR:

1. **Promote Bus and Rail for Intercity Travel Options:** Buses and rail, alongside air travel and personal vehicles, are vital for connecting the East Coast with the NCR. These modes serve diverse sociodemographic groups for various trip purposes, including personal travel and work trips. Most stations are in Washington, DC, and Northern Virginia, with few in Maryland's Prince George's and Montgomery Counties. Maryland's Charles County has no intercity bus or rail stations. More robust intercity bus and rail travel options could boost regional connectivity, economic growth, and tourism.

2. **Equity Consideration:** Income and ethnicity/race strongly correlate with the choice of intercity bus and rail travel options. Land use patterns also influence access to intercity bus and rail stations. Given the strong preference for bus travel among lower-income and minority groups, enhancing intercity bus infrastructure and services in the Equity Emphasis Areas[6] could help TPB achieve its regional equity goals.

3. **Intercity Bus and Rail Performance Measures:** Adopting a performance-based planning approach for intercity bus and rail in the NCR can enhance service quality. Key metrics include service coverage, frequency, ridership, and rider satisfaction. This requires collecting schedules, coverage, and ridership data from operators, leveraging ridership trends from big data sources, and implementing periodic intercept surveys of riders. This data collection could be coordinated with visitor and tourism data collection.

4. **Bus Stop Improvements:** Intercity bus stops should be developed with adequate facilities and connections to local transit, parking, and nearby private businesses. Special attention should be given to high-traffic intercity bus stations like New York Ave, which currently lack sufficient

[6] MWCOG. n.d. "Equity Emphasis Areas for TPB's Enhanced Environmental Justice Analysis." Transportation: Environmental Justice. www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/

amenities. Investments in intercity bus stops would improve travel experience and safety, and could attract more ridership.

5. **Enhance First- and Last-Mile Connectivity:** Improving local transit and integrating multimodal transportation are essential for efficient intercity bus and rail travel. Expanding local transit coverage increases accessibility to intercity services, and aligning local transit frequencies with bus and rail schedules reduces travelers' wait times. Enhanced pedestrian, park-and-ride, and ride-hailing pick-up/drop-off facilities at stations could improve system efficiency and user satisfaction.

6. **Invest in Rail Infrastructure:** Train travel is favored by higher-income groups and frequent travelers. Continued investment in rail infrastructure will support the demand and enhance the travel experience for these users. A well-connected and reliable rail network would provide regional travel options, reducing reliance on air and personal vehicles.

7. **Diversify Intercity Service Providers and Modes:** The diversity in providers and travel modes is essential to prevent disruptions in service. In case of operational changes or bankruptcies among providers, other operators should be prepared to modify trips or offer additional services to fill the gaps, ensuring uninterrupted intercity travel.

6 CONCLUSION

This report on intercity travel within the NCR offers a comprehensive analysis of the current state and future potential of intercity bus and rail services. By combining desk research, big data analysis, and an intercept survey, the report identifies key trends, challenges, and opportunities to inform policy decisions and enhance regional connectivity.

The findings underscore the critical role of intercity services in meeting the mobility needs of residents and visitors, particularly in linking suburban and rural areas with urban centers. The extensive reach of intercity services connects the NCR to numerous cities across the East Coast and beyond. The data reveals a strong usage of intercity buses among lower-income and minority groups, highlighting the importance of maintaining and expanding affordable bus services. Conversely, train travel is favored by higher-income groups and frequent travelers. Integrating big data sources with traditional methodologies provides valuable insights into ridership trends, service availability, and traveler demographics, laying the groundwork for informed policy decisions and enhanced regional mobility. Improving first- and last-mile connectivity through better local transit options and multimodal transportation solutions is essential for seamless travel experiences. Enhancing pedestrian, cycling, and public transit access to intercity bus and rail stations could improve overall transportation efficiency and user satisfaction.

The recommendations include prioritizing investments in intercity bus and rail services, enhancing multimodal connectivity, and addressing the specific needs of diverse demographic groups. By implementing these recommendations, the NCR can achieve a more equitable, efficient, and sustainable transportation network that meets the evolving needs of its population. This report provides a robust foundation for future planning and policy-making efforts aimed at improving intercity travel in the NCR. Continued collaboration among regional transportation agencies, local governments, and community stakeholders will be essential in realizing the vision of a well-connected and accessible transportation system for all.

APPENDIX A: TABLES AND FIGURES

Table 4: Intercity Service Providers

Intercity Service Provider	Mode	Major Destinations
Amtrak	Intercity Rail	New York, NY; Boston, MA; Chicago, IL; Roanoke, VA; Newport News, VA; Norfolk, VA; Richmond, VA; Charlotte, NC; Miami, FL; Savannah, GA; New Orleans, LA; Lorton, VA; Sanford, FL; Washington, DC; Springfield, VA; St Alban, VT
BayRunner	Intercity Shuttle	Frederick, MD; Grantsville, MD; BWI Airport, MD
BestBus	Intercity Bus	New York, NY; Washington, DC; Dewey Beach, DE; Manassas, VA; Springfield, VA
FlixBus	Intercity Bus	Richmond, VA; Bethesda, MD; New York, NY; Washington, DC; Rosslyn, VA; Ithaca, NY; Boston, MA; Newark, NJ; Atlanta, GA; Orlando, FL; Virginia Beach, VA
Go Buses	Intercity Bus	New York, NY; Manassas, VA
Greyhound	Intercity Bus	Washington, DC; New York, NY; Chicago, IL; Atlantic City, NJ; Atlanta, GA; Raleigh, NC; Richmond, VA; Pittsburgh, PA
Megabus*	Intercity Bus	New York, NY; Washington, DC; Pittsburgh, PA; Atlanta, GA
OurBus	Intercity Bus	Dewey Beach, DE; Washington, DC; New York, NY; Springfield, VA; Blacksburg, VA; Trenton, NJ; Harrisonburg, VA; Vienna, VA
Peter Pan	Intercity Bus	Washington, DC; Silver Spring, MD; Baltimore, MD; New York, NY; Philadelphia, PA
The Jet	Intercity Bus	New York, NY; Washington, DC
Vamoose	Intercity Bus	New York, NY; Lorton, VA
Virginia Breeze	Intercity Bus	Washington, DC; Danville, VA; Blacksburg, VA; Martinsville, VA; Bristol, VA
Wanda Coach/Starline Coach	Intercity Bus	New York, NY; Virginia Beach, VA; Washington, DC; Atlanta, GA; Fayetteville, NC; Tampa, FL
Washington Deluxe/Tripper Bus	Intercity Bus	New York, NY; Washington, DC

*After this inventory was developed, Megabus services between DC and Richmond, Charlotte, Durham, Atlanta, and New York were cut.

Table 5: Weekly Trips by Stop by Service Providers – Intercity Service (Spring 2024)

Stop Name	Provider	Weekly Count by Provider	Weekly Count by Station
Union Station	Amtrak	538	1,734
	BestBus	54	
	FlixBus	372	
	Greyhound	252	
	Megabus	266	
	OurBus	54	
	Peter Pan	142	
	Virginia Breeze	56	
New Carrollton	Amtrak	269	297
	Greyhound	28	
Alexandria Amtrak	Amtrak	186	186
New York Avenue (NoMa Metro Station)	Wanda Coach	133	133
Dupont Circle	BestBus	46	120
	FlixBus	14	
	OurBus	47	
	Washington Deluxe	3	
	Washington Deluxe/ Tripper Bus	10	
Vienna Metro Station	BestBus	46	125
	Go Buses	33	
	OurBus	46	
Bethesda	FlixBus	16	106
	Vamoose	50	
	Washington Deluxe	4	
	Washington Deluxe/ Tripper Bus	36	
Silver Spring Transit Center	Greyhound	56	99
	Peter Pan	43	
Rosslyn	FlixBus	14	91
	Vamoose	50	
	Washington Deluxe	1	
	Washington Deluxe/ Tripper Bus	26	
Quantico Amtrak	Amtrak	86	86
Springfield Metro Station	BestBus	23	60
	Greyhound	14	
	OurBus	23	
Woodbridge	Amtrak	43	57

Stop Name	Provider	Weekly Count by Provider	Weekly Count by Station
	Greyhound	14	
Frederick Airport	BayRunner	52	52
Frederick Transit Center	BayRunner	52	52
Lorton VRE	Vamoose	50	50
Manassas Amtrak	Amtrak	48	48
Gainesville	Go Buses	32	46
	Virginia Breeze	14	
Manassas Bus Stop	BestBus	46	46
IAD (Dulles Airport)	Virginia Breeze	42	42
Stadium-Armory Metro Station	OurBus	33	33
Tysons Corner Metro Station	Go Buses	33	33
West Falls Church Metro Station	Virginia Breeze	28	28
Metro Center	The Jet	24	24
Tysons McLean Metro Station	OurBus	16	16
Benning Road Metro Station	Wanda Coach	14	14
Burke Amtrak	Amtrak	14	14
College Park	Greyhound	14	14
Laurel	Greyhound	14	14
Lorton Amtrak	Amtrak	14	14
Prospect Plaza (Frederick)	Greyhound	14	14
Rockville Amtrak	Amtrak	14	14

Table 6: Daily Trips by Day of Week by Stop – Intercity Stops (Spring 2024)

Stop Name	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Weekly Total
Union Station	280	252	217	218	235	278	254	1,734
New Carrollton	44	43	43	43	43	43	38	297
Alexandria Amtrak	26	26	27	27	27	27	26	186
New York Avenue (NoMa Metro Station)	19	19	18	18	19	20	20	133
Vienna	28	17	12	12	16	23	17	125
Dupont Circle	28	14	10	10	13	25	20	120
Bethesda	24	14	9	10	14	19	16	106
Silver Spring Transit Center	14	14	14	14	14	14	15	99
Rosslyn	19	13	10	11	11	14	13	91
Quantico Amtrak	13	12	12	12	12	12	13	86
Springfield Metro	16	6	6	6	6	14	6	60
Woodbridge	9	8	8	8	8	8	8	57

Stop Name	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Weekly Total
Frederick Airport	8	8	8	8	8	8	4	52
Frederick Transit Center	8	8	8	8	8	8	4	52
Lorton VRE	11	5	6	6	6	8	8	50
Manassas Amtrak	7	6	7	7	7	7	7	48
Gainesville	10	6	6	6	6	6	6	46
Manassas Bus Stop	9	7	4	4	6	9	7	46
Dulles - IAD	6	6	6	6	6	6	6	42
Stadium-Armory Metro	11	5	-	-	5	8	4	33
Tysons Corner Metro	9	4	4	4	4	4	4	33
West Falls Church	4	4	4	4	4	4	4	28
Metro Center	4	4	-	4	4	4	4	24
Tysons McLean Metro	5	3	-	-	3	3	2	16
Benning Road	2	2	2	2	2	2	2	14
Burke Amtrak	2	2	2	2	2	2	2	14
College Park	2	2	2	2	2	2	2	14
Laurel	2	2	2	2	2	2	2	14
Lorton Amtrak	2	2	2	2	2	2	2	14
Prospect Plaza	2	2	2	2	2	2	2	14
Rockville Amtrak	2	2	2	2	2	2	2	14
Total	626	518	453	460	499	586	520	3,662

Table 7: Daily Bus and Rail Trip Counts for Top 10 Intercity Services

Stop Name	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Weekly Total
Union Station	280	252	217	218	235	278	254	1,734
New Carrollton	44	43	43	43	43	43	38	297
Alexandria Amtrak	26	26	27	27	27	27	26	186
New York Avenue (NoMa)	19	19	18	18	19	20	20	133
Vienna	28	17	12	12	16	23	17	125
Dupont Circle	28	14	10	10	13	25	20	120
Bethesda	24	14	9	10	14	19	16	106
Silver Spring Transit Center	14	14	14	14	14	14	15	99
Rosslyn	19	13	10	11	11	14	13	91
Quantico Amtrak	13	12	12	12	12	12	13	86

Table 8: Top 10 Origin/Destination Pairs by Mode (Spring 2024)

Rank	Amtrak Origin and Destination Pairs	Amtrak Count of Average Daily Trips	Bus Origin and Destination Pairs	Bus Count of Average Daily Trips	Rail and BUs Origin and Destinations Pairs	Rail and Bus Count of Average Trips
1	TPB-New York	34	TPB-New York	229	TPB-New York	263
2	Boston-TPB	30	Atlanta-TPB	27	Boston-TPB	34
3	TPB-Norfolk	6	TPB-Richmond	9	Atlanta-TPB	27
4	TPB-Newport News	4	Blacksburg, VA-TPB	9	TPB-Richmond	11
5	TPB-Miami	3	TPB-Philadelphia	6	Blacksburg, VA-TPB	9
6	Chicago-TPB	3	Bristol, VA-TPB	6	Chicago-TPB	7
7	TPB-Roanoke	2	TPB-Danville	6	TPB-Norfolk	6
8	TPB-Richmond	2	TPB-Delaware	5	TPB-Philadelphia	6
9	Charlotte-TPB	2	Boston-TPB	4	Bristol, VA-TPB	6
10	TPB-Sanford	2	Chicago-TPB	4	TPB-Danville	6

Table 9: Commuter Service Providers

Commuter Transit Provider	Mode	Major Locations Served
MTA Commuter Bus	Commuter Bus	Anne Arundel, Calvert, District of Columbia, St. Mary's, Charles, Prince George's, Howard, Montgomery, Washington, Frederick, Queen Anne's, Baltimore
MTA MARC	Commuter Rail	District of Columbia, Cecil, Harford, Baltimore, Anne Arundel, Prince George's, Howard
OmniRide	Commuter Bus	District of Columbia, Arlington, Stafford, Spotsylvania
Virginia Rail Express	Commuter Rail	Alexandria, Stafford, Arlington, Fairfax, Fredericksburg, District of Columbia, Prince William, Spotsylvania

Table 10: Weekly Trips by Intercity Stop by Service Providers – Commuter Service (Spring 2024)

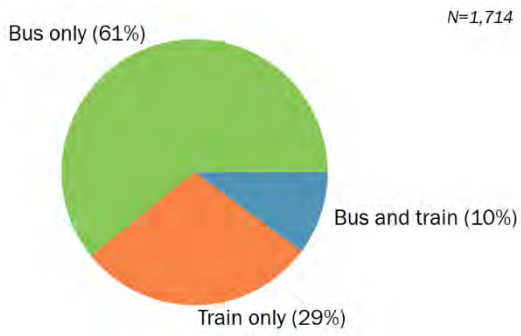
Intercity Stop Name	Commuter Service Provider	Weekly Count by Provider/Station	Weekly Count by Station
Union Station	MARC	440	1,040
	MTA Commuter Bus	520	
	VRE	80	
Metro Center	MTA Commuter Bus	955	1,060
	OmniRide	105	
New Carrollton	MARC	285	285
Silver Spring Transit Center	MARC	30	255
	MTA Commuter Bus	225	
Dupont Circle	MTA Commuter Bus	185	185
College Park	MARC	100	100
Alexandria Amtrak	VRE	80	80
Woodbridge	VRE	80	80
Lorton VRE	VRE	75	75
Quantico Amtrak	VRE	75	75
Springfield Metro	VRE	75	75

Rosslyn	OmniRide	50	50
Rockville Amtrak	MARC	30	30

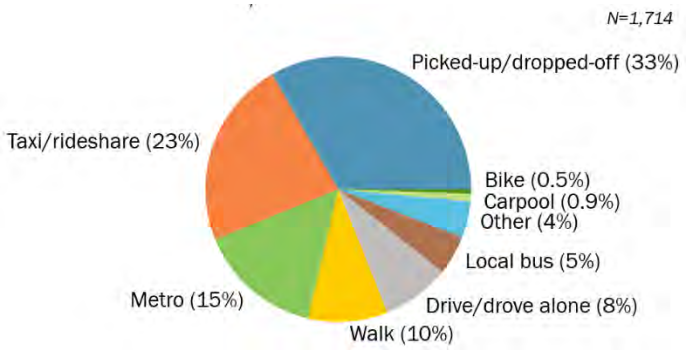
Table 11: Daily Trips by Day of Week by Intercity Stop – Commuter Service (Spring 2024)

Stop Name	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Weekly Total
Alexandria Amtrak	0	16	16	16	16	16	0	80
College Park	0	20	20	20	20	20	0	100
Dupont Circle	0	37	37	37	37	37	0	185
Lorton VRE	0	15	15	15	15	15	0	75
Metro Center	0	212	212	212	212	212	0	1,060
New Carrollton	12	51	51	51	51	51	18	285
Quantico Amtrak	0	15	15	15	15	15	0	75
Rockville Amtrak	0	6	6	6	6	6	0	30
Rosslyn	0	10	10	10	10	10	0	50
Silver Spring Transit Center	0	51	51	51	51	51	0	255
Springfield Metro	0	15	15	15	15	15	0	75
Union Station	12	202	202	202	202	202	18	1,040
Woodbridge	0	16	16	16	16	16	0	80
Total	***24***	***666***	***666***	***666***	***666***	***666***	***36***	***3,390***

Figure 32: Pie Chart of Distribution of First- and Last-Mile Mode of Travel

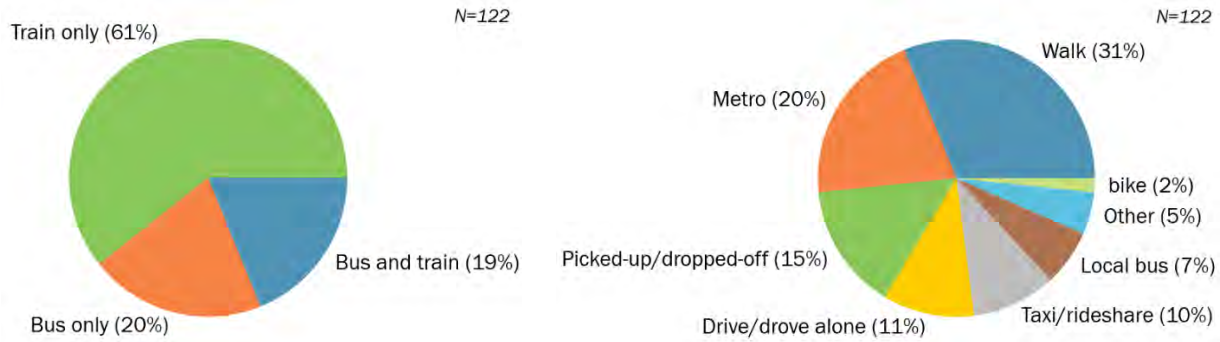


a) **Intercity Travel Mode Share**



b) **First- and Last-Mile Mode of Travel**

Figure 33: Pie Chart of Distribution of First- and Last-Mile Mode Choices Among Frequent (Daily, or Nearly Daily, and Weekly) Commuters



a) Intercity Travel Mode Share

b) First and Last-Mile Mode of Travel

APPENDIX B: TRAVEL SURVEY

Intercity Travel Survey Methods Memo

The 2024 Intercity Travel Survey, known publicly as the DC Connects Survey, is an in-person intercept survey conducted both on board intercity travel modes (bus routes and commuter rail) as well as on the ground in transit stations throughout the 22 jurisdictions comprising the TPB planning region. The purpose of the survey is to gain insight into the travel patterns of those who travel to and from the National Capital Region from external areas.

SURVEY DESIGN

The questionnaire was designed to address gaps in big data sources such as Replica, National Household Travel Survey (NHTS) origin-destination (OD), and StreetLight. Due to the disparities in trip volumes between data sets, no two data sets perfectly align to reconcile travel volumes. Moreover, no single dataset is ideal for all analyses—some data sets include rail or air, while others have catch-all travel modes that can capture intercity bus service. Each dataset carries trade-offs and will be carefully evaluated for suitability for travel analysis.

The project team found trip volume aggregated weekly or monthly, depending on the data source, to be the only reliable data element from the big data sources. NHTS OD data includes monthly or annual flows, while Replica can be aggregated by an average weekday/weekend day based on weekly tranches of data. The project team will report the ridership volume by the OD pairs if applicable. Other data elements, including trip purposes and socio-demographics, were either unavailable in the data source or inaccurate.

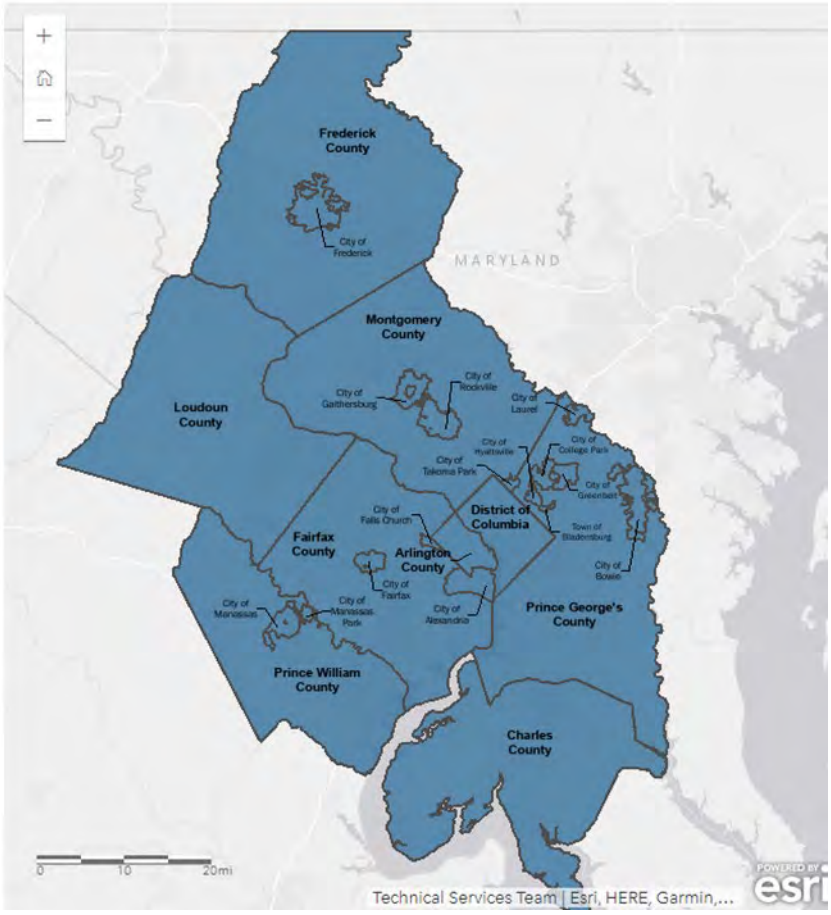
Based on these gaps identified in the data sources, the project team worked with TPB to identify and prioritize the information most critical modeling and analysis. Once the list of topics was identified, the project team's methodologists created the questionnaire. The questionnaire was programmed and approved using the project team's Voxco Web platform. The web survey was accessible by and formatted for mobile devices (smartphones, tablets, etc.) as well as computers and other compatible devices. Following programming, the project team conducted both manual and automated survey tests and quality checks. Each program was provided to TPB for review and approval prior to survey launch.

SAMPLING

The target population for this survey consisted of passengers on intercity and commuter bus and rail services traveling through the TPB planning region (see Figure 34 below), with either origin or destination outside this region. The project team collaborated with TPB to identify a frame of intercity bus and rail stations and routes. This sampling frame includes services operated by the following providers:

- Intercity bus: BayRunner, FlixBus, Greyhound, Peter Pan, and Virginia Breeze.
- Commuter bus: MTA and OmniRide.
- Commuter rail: Amtrak, Maryland Area Rail Commuter (MARC), and Virginia Railway Express (VRE).

Figure 34: TPB Planning Region



The sampling strategy employed a stratification approach.

- The primary stratification was by day of the week (7 days), followed by secondary stratification by mode of transportation (bus vs. train).
- Within each of the 14 substrata (7 days x 2 modes), 3 trips were selected, resulting in a total weekly sample size of 42 potential trips.
- This sample size allowed for the potential dropping of ineligible trips if necessary, as well as flexibility to align interviewer staffing with available shifts.
- The final sample size was dependent on the allocated data collection budget.
- Eligible trips must have traveled through the TPB planning region (comprising 22 jurisdictions) but had either origin or destination outside this region. The trips during overnight hours (12:00 A.M.-6:00 A.M.) were excluded due to practical constraints.
- The sample file listed all stops as rows for each selected trip (blocks of stops), which allowed data collectors to strategically plan their interception points.

- Based on practical considerations such as travel time, accessibility, and potential passenger volume, data collectors were allowed to make decisions about which stops were most suitable for conducting the intercept surveys within each selected trip.

Given that transportation schedules and routes changed over time, it was necessary to validate and update the information in the weekly samples. This process involved cross-checking the sample information against the most recent schedules published by each transportation provider. Special attention will be given to verifying departure times, route details, and any seasonal variations in service. In cases where discrepancies are found, we will select alternative routes.

FIELDING

Fielding for the Intercity Transit Survey was conducted over a four-week period beginning with data collector training on August 12, 2024, and with surveying commencing immediately after. Data collection ended on September 8, 2024. The fielding window was selected to reflect travel demands throughout the region including variations for holidays and time-of-year factors. The schedule for data collection staff took into account the day of the week and other factors that impact travel demand.

Data collectors were hired and trained by Ebony Marketing Systems (EMS) and were supervised by a team of EMS staff who conducted field training as well as day to day management and oversight of the field staff in coordination with the project team. This included daily scheduling; distribution of assignments; HR functions such as payroll, onboarding, and expenses; and coordination on the ground to ensure coverage of the sampled routes. Training consisted of a half-day classroom training to orient the data collection team to study materials and protocols, followed by a half day of field practice on assigned transit routes. Data collectors were assigned to sampled stations during assigned shift times based on the Sample Plan across different times of the day including most weekdays and rotating weekend days throughout the fielding period.

SURVEY ADMINISTRATION

At the conclusion of training, data collectors began survey administration. The survey was administered by data collectors intercepting passengers on station platforms.

Data collectors used a combination of two data collection modes:

1. Tablets handed out to travelers to complete the web-based survey
    a. Each data collector carried one data-enabled tablet. During the intercept, data collectors approached potential respondents, screened them for eligibility and invited them to participate, offering the tablet to the respondent with the survey loaded in a web browser.
    b. Data collectors remained in proximity to the respondent to address any questions or troubleshoot any issues encountered by the respondent, while continuing to engage with other respondents in the meantime to optimize the number of intercepts per assignment.
2. Print materials with a QR code directing travelers to the survey

a. Data collectors also carried postcard-size cards featuring a QR code, which they offered to potential respondents as a second option. Respondents used the QR code on these cards to complete the survey on their own devices immediately or at a later time.
b. Data collectors screened for eligibility, provided the QR code, and assisted the respondent in accessing the survey landing page.

All eligible respondents were given the option to be entered into a raffle for one of up to ten $100 gift codes. This drawing was held in October 2024.

QUESTIONNAIRE

The survey instrument was programmed in English and took approximately five minutes to complete, with limited branching logic to reduce respondent burden. Survey topics included:

- Traveler origins and destinations (with place type and street address if available; other location information such as neighborhood, cross streets, or landmarks if not).
- Traveler trip purpose (e.g., business or personal).
- Traveler modes of access.
- Traveler length of stay in the region.
- Frequency of travel to the region and on this route/mode of transit.
- Traveler demographics.

A copy of the questionnaire is available in the subsequent subsection of Appendix B, titled 2024 Intercity Travel Survey Questionnaire.

The project team coordinated with transit operators and station management in 12 stations throughout the DC metropolitan area to obtain permission to conduct survey operations on transit station property. Survey operations were primarily conducted at Union Station in both the train terminal and bus depot, with a team assigned for a shift most days of the week. Smaller stations were sampled throughout the week for representativeness. This coordination included obtaining permission for data collection staff to be present in various station locations and notifying transit agencies of data collection operations.

LIMITATIONS

The original survey design assumed data collectors would ride on board selected routes to interview passengers en route. The onboard approach offered the advantage of additional time for data collectors to interface with respondents, while also providing broad coverage of the metropolitan Washington area. Transit agencies broadly were willing to cooperate with survey operations by allowing data collection staff into public areas, however, operators proved reluctant to grant access for data collectors to board vehicles. Operators with leased bus slips in Union Station agreed collectively that they would allow operations in leased spaces provided the survey team agreed not to board vehicles. Although the intercept design yielded satisfactory results, data collection staff noted that passengers alighting into the region were more challenging to intercept as they were often more focused on continuing to their destination, versus passengers waiting at a station for a departing route who had more time to engage with data collection staff. This limitation could be

addressed with onboard ridership as data collection staff could be assigned to routes arriving into the region, however, this would require a high level of cooperation from transit operators and significant investment in relationship building with relevant stakeholders early in the design process.

2024 Intercity Travel Survey Questionnaire

PROGRAMMING

- Display one question per screen with vertical response options, unless otherwise noted.
- Do not display headings.
- Questions can be skipped unless otherwise noted. One warning message appears in red after a question has been skipped:
    - "Please try to answer each question so people like you are represented in the survey."
- Message that appears for a Forced/hard validation question:
    - "You skipped this question, and the information is very important for our research. Please provide a response."
- Already completed:
    - Thank you for your interest in the survey. Our records indicate that you already completed the survey. Thank you for your participation. If you believe this is an error, please contact us at support@dcconnects.com
- Suspend text:
    - Your responses have been saved. When you are ready to continue the survey, please return to the link provided in the message you received. You will then be taken to the point where you stopped. You may now exit this page.
- Survey closed:
    - Thank you for visiting the DC Connects Survey. The survey is now closed. If you have questions, please email the help desk at support@dcconnects.com
- Set the survey time-out time to 30 minutes.

CONSENT

[ASK ALL]
[REQUIRED]

Consent

You are invited to participate in the 2024 DC Connects Survey. Your responses to this survey will help improve travel options in and around the DC Metropolitan Area.

Your participation in this survey is completely voluntary and it will take about 5 minutes of your time. As a thank you for fully completing the survey, you may choose to enter a raffle to win one of up to ten $100 gift Amazon cards. All responses will be compiled together and analyzed as a group to protect your confidentiality. Click here for the terms and conditions for the raffle.

This survey is being conducted by the Metropolitan Washington Council of Governments.

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 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 www.mwcog.org/nondiscrimination or call (202) 962-3300.

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 www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

For questions regarding this survey, please contact our help desk at support@DCConnectsSurvey.com

If you consent to participate, select, "yes, I consent" below.

01. Yes, I consent.
02. No

[IF CONSENT=02]

TERM1. **Thank you for your response.**

[TERMINATE AS SCREENOUT]

SCREENER

[ASK ALL]
[REQUIRED]

SCREEN. **To be eligible to participate, you must be 18 years of age or older. Are you 18 years of age or older?**

01. Yes
02. No

[IF SCREEN=02]

TERM2. **Thank you for your response. You must be 18 years of age or older to participate.**

[TERMINATE AS SCREENOUT]

[ASK ALL]

SCREEN. First, we need to ask you some questions to best understand the transit trip for which you were invited to participate in this study.

What is/was the date of this trip?

[CALENDAR DATE QUESTION]

[ASK ALL]

INTRO1b. **What location are/were you in when invited to participate in this study?**

[DROP DOWN OF LOCATIONS]

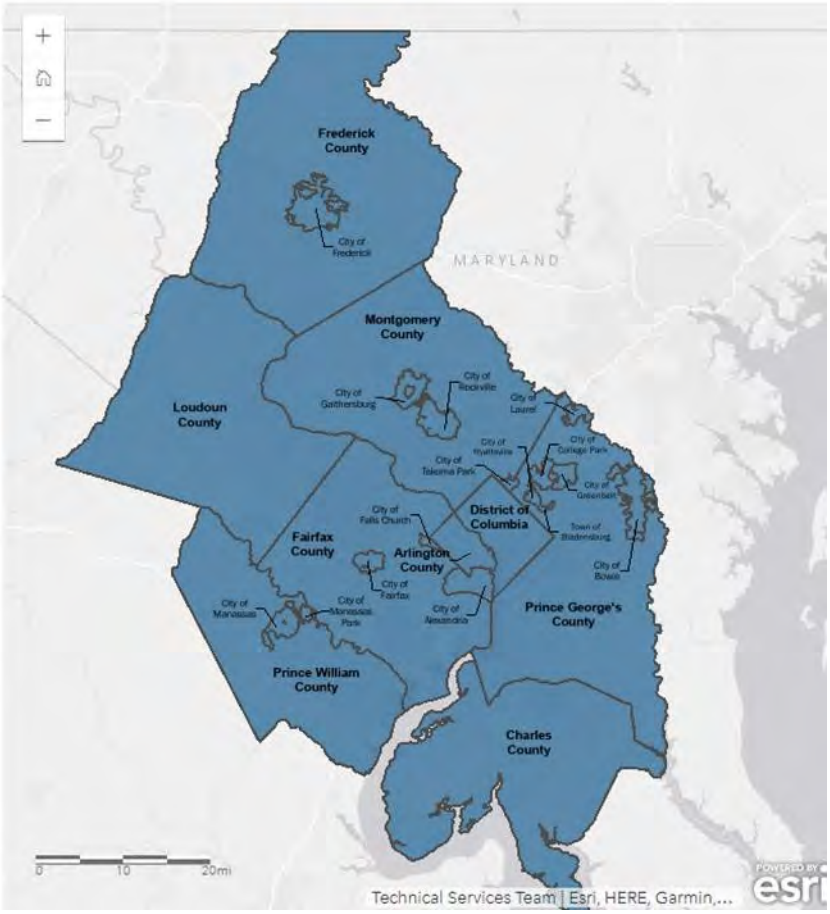
Union Station
New Carrollton
Alexandria Amtrak
New York Avenue
Vienna
Dupont Circle
Bethesda
Silver Spring Transit Center
Rosslyn
Quantico Amtrak
Franconia-Springfield
Other

[ASK ALL]

INTRO2. For the purposes of this survey, a “one-way trip” includes all travel from your original starting location to your final destination, including transfers. That is, make sure to consider all buses, trains, and other modes of transportation you are using, not just the current bus/train you are riding on. Note, this does not include the round-trip (returning) portion of your travel, if applicable.

[ASK ALL]
[REQUIRED]

Q1. Please look at the image below. We’d like you to consider the greater DC metropolitan area as including anything shaded in blue. Areas shaded in gray are outside of this region.



As shown in the image, travel that starts and ends on opposite sides of this boundary is considered **intercity** travel. *Examples often include transit such as Amtrak, Greyhound, Peter Pan, etc. Intercity travel does not include local buses and metro rides.*

From where you started to where you are going on this one-way trip, how many *intercity* buses and/or trains will you use?

01. None
02. Only one bus
03. Only one train
04. More than one bus
05. More than one train
06. A combination of buses and trains

[ASK IF Q1=01]

TERM3. Thank you for your response. You are not eligible for this study.

[TERMINATE AS SCREENOUT]

[ASK ALL]
[REQUIRED]

Q2. Including all buses/trains you just mentioned, are you currently arriving into or departing from the greater DC metropolitan area? *Remember, this region includes the blue area as shown in the image on the last screen.*

01. Arriving
02. Departing

TRIP PURPOSE

[ASK ALL]

Q3. What is the main purpose of this one-way trip? *If you are on your way home, please select the activity you are returning from.*

01. Work/business travel
02. Commuting
03. Personal/leisure travel
04. Visiting family or friends
05. School or education-related travel
07. Relocation
08. Other (Please specify) [TEXT BOX]

ARRIVING TO THE REGION

Start of This One-Way Trip

[ASK IF Q2=01]

ARR1. When you began this one-way trip, what type of place were you *coming from*?

01. Home
02. School or campus
03. Work location
04. Airport or other transit station
05. Hotel or other lodging location
06. Friend/family member home
07. Leisure location (such as a restaurant, store, or other site)
08. Other (Please Specify) [TEXT BOX]

[ASK IF Q2=01]

ARR2. What is the nearest city to the location where you *began* this one-way trip?

[USE GOOGLE API FOR CITY LOOKUP – Boston, Chicago, etc.]

End of This One-Way Trip

[ASK IF Q2=01]

ARR3. When you complete this one-way trip, what type of place are you *going to*?

01. Home
02. School or campus
03. Work location
05. Airport or other transit station
06. Hotel or other lodging location
07. Friend/family member home
08. Leisure location (such as a restaurant, store, or other site)
09. Other (Please specify) [TEXT BOX]

[ASK IF Q2=01]

ARR4. Can you provide the exact address of this place?

01. Yes
02. No

[ASK IF ARR4 = 01]

ARR5. What is the address of your *destination* location?

[USE GOOGLE API FOR STREET NUMBER, STREET NAME, CITY, STATE, ZIP]

[ASK IF ARR4=02]

ARR6. **Please provide information on where this place is located, such as the neighborhood name, nearest cross streets/intersection, city/zip code, major landmarks, or name of the location.**

[TEXT BOX]

[ASK IF Q2=01]

ARR7. **What is the name of the station where you will get off the last intercity bus or train you are using at the end of this one-way trip?**

Station name: [TEXT BOX]

[ASK IF Q2=01]
[MUL=9]

ARR8. **How will you get *from your final station* to the place you are going? Please select all that apply.**

01. Drive myself
02. Get picked up
03. Taxi or ride-share (such as Uber or Lyft)
04. Carpool
05. Metro (Please specify) [TEXT BOX]
06. Local bus (Please specify) [TEXT BOX]
07. Walk
08. Ride bike
09. Other (Please specify) [TEXT BOX]

[ASK IF Q2=01]

ARR9. **After you complete this one-way trip, for about how long do you expect to stay in the greater DC metropolitan area?**

01. Less than 3 days
02. 3 days to less than 10 days
03. 10 days or more
04. I live in DC

[ASK IF Q2=01]

ARR10. In the past 12 months, *about how often* have you traveled to the greater DC metropolitan area from another region?

01. Just this trip
02. Less than once a month
03. Monthly
04. Weekly
05. Daily, or nearly daily

[ASK IF Q2=01]

ARR11. In the past 12 months, *about how often* have you traveled on this *same route* and *mode of transit*?

01. Just this trip
02. Less than once a month
03. Monthly
04. Weekly
05. Daily, or nearly daily

DEPARTING THE REGION

Start of This One-Way Trip

[ASK IF Q2=02]

DEP1. When you began this one-way trip, what type of place were you *coming from*?

01. Home
02. School or campus
03. Work location
05. Airport or other transit station
06. Hotel or other lodging location
07. Friend/family member home
08. Leisure location (such as a restaurant, store, or other site)
09. Other (Please Specify) [TEXT BOX]

[ASK IF Q2=02]

DEP2. Can you provide the exact address of this place?

01. Yes
02. No

[ASK IF DEP2=01]

DEP3. What is the address of your *starting* location?

[USE GOOGLE API FOR STREET NUMBER, STREET NAME, CITY, STATE, ZIP]

[ASK IF DEP2=02]

DEP4. Please provide information on where this place is located, such as the neighborhood name, nearest cross streets/intersection, city/zip code, major landmarks, or name of the location.

[TEXT BOX]

[ASK IF Q2=02]

DEP5. What is the name of the station where you got on the *first* intercity bus or train you used *at the start* of this one-way trip?

Station name:
[TEXT BOX]

[ASK IF Q2=02]
[MUL=9]

DEP6. How did you get from the place you are coming from *to your starting station*? Please select all that apply.

01. Drove myself
02. Got dropped off
03. Taxi or ride-share (such as Uber or Lyft)
04. Carpooled
05. Walked
06. Metro (Please specify) [TEXT BOX]
07. Local bus (Please specify) [TEXT BOX]
08. Rode bike
09. Other (Please specify) [TEXT BOX]

End of this One-Way Trip

[ASK IF Q2=02]

DEP7. When you complete this one-way trip, what type of place are you *going to*?

01. Home
02. School or campus
03. Work location
05. Airport or other transit station
06. Hotel or other lodging location
07. Friend/family member home
08. Leisure location (such as a restaurant, store, or other site)
09. Other (Please Specify) [TEXT BOX]

[ASK IF Q2=02]

DEP8. What is the nearest city to the location where you will *end* this one-way trip?

[USE GOOGLE API FOR CITY LOOKUP – Boston, Chicago, etc.]

[ASK IF Q2=02]

DEP9. Before you began this one-way trip, for about how long were you in the greater DC metropolitan area?

01. Less than 3 days
02. 3 days to less than 10 days
03. 10 days or more
04. I live in DC

[ASK IF Q2=02]

DEP10. In the past 12 months, *about how often* have you traveled *from* the greater DC metropolitan area to another region?

01. Just this trip
02. Less than once a month
03. Monthly
04. Weekly
05. Daily, or nearly daily

[ASK IF Q2=02]

DEP11. In the past 12 months, *about how often* have you traveled on this *same route* and *mode of transit*?

01. Just this trip
02. Less than once a month
03. Monthly
04. Weekly
05. Daily, or nearly daily

DEMOGRAPHICS

[ASK ALL]

INTRO3. **Before we wrap up the survey, we have a few additional background questions about you.**

[ASK ALL]

AGE. **How old are you?**

RANGE 18-100 [NUMBER BOX] years old
999. Prefer not to respond

[ASK ALL]
[MUL=8]

GENDER. **How do you describe your gender?** ***Please select all that apply.***

01. Female
02. Male
03. Transgender, non-binary, or another gender
04. Prefer not to respond [EXCLUSIVE]

[ASK ALL]
[MUL=8]

RACEETH. **What is your race and/or ethnicity?** ***Please select all that apply.***

01. American Indian or Alaska Native
02. Asian
03. Black or African American
04. Hispanic or Latino
05. Middle Eastern or North African
06. Native Hawaiian or Pacific Islander
07. White
08. Other (Please specify) [TEXT BOX]
09. Prefer not to respond [EXCLUSIVE]

[ASK ALL]

EMPLOY. **What is your current employment status?**

01. Working as a paid employee, full-time
02. Working as a paid employee, part-time
03. Not working and looking for work
04. Not working, retired
05. Not working due to disability
06. Not working, homemaker
07. Not working for any other reason

08. Prefer not to respond

[ASK ALL]

INCOME. **Which of the following categories best describes your total household income before taxes in 2023? Your best estimate is fine.**

01. Less than $25,000
02. $25,000 to $49,999
03. $50,000 to $74,999
04. $75,000 to $99,999
05. $100,000 to $149,999
06. $150,000 to $199,999
07. $200,000 or more
08. Prefer not to respond

[ASK ALL]

PEOP. **Including yourself, how many total people live in your household? Please include both adults and children.**

RANGE 1-50 [NUMBER BOX] People
99. Prefer not to respond

[ASK ALL]
[MUL=12]

LANG. **What languages are spoken in your household?** ***Please select all that apply.***

01. English
02. Spanish
03. Chinese
04. Korean
05. Vietnamese
06. Ethiopian
07. French
08. Filipino/Tagalog
09. Arabic
10. Kru
11. Persian/Iranian/Farsi
12. Other (Please specify) [TEXT BOX]
13. Prefer not to respond [EXCLUSIVE]

RAFFLE

[ASK ALL]
[REQUIRED]

RAFFLE. **Do you wish to provide contact information to be included in the raffle for the ten $100 gift cards?**

01. Yes
02. No

[DISPLAY NAME, EMAIL, AND PHONE ON SAME SCREEN]

[ASK IF RAFFLE =01]
[REQUIRED]

NAME. **If you wish to be entered into the raffle drawing, please provide contact information below:**

First and Last Name

[TEXT BOX]

[ASK IF RAFFLE =01]
[REQUIRED]

EMAIL. **Email**

[EMAIL BOX; validate to confirm an email address is entered]

[ASK IF RAFFLE =01]
[REQUIRED]

PHONE. **Phone** (10-digit US numbers only, no dashes or spaces)

[TEXT BOX]

[VALIDATE TO CONFIRM A PHONE NUMBER IS ENTERED]

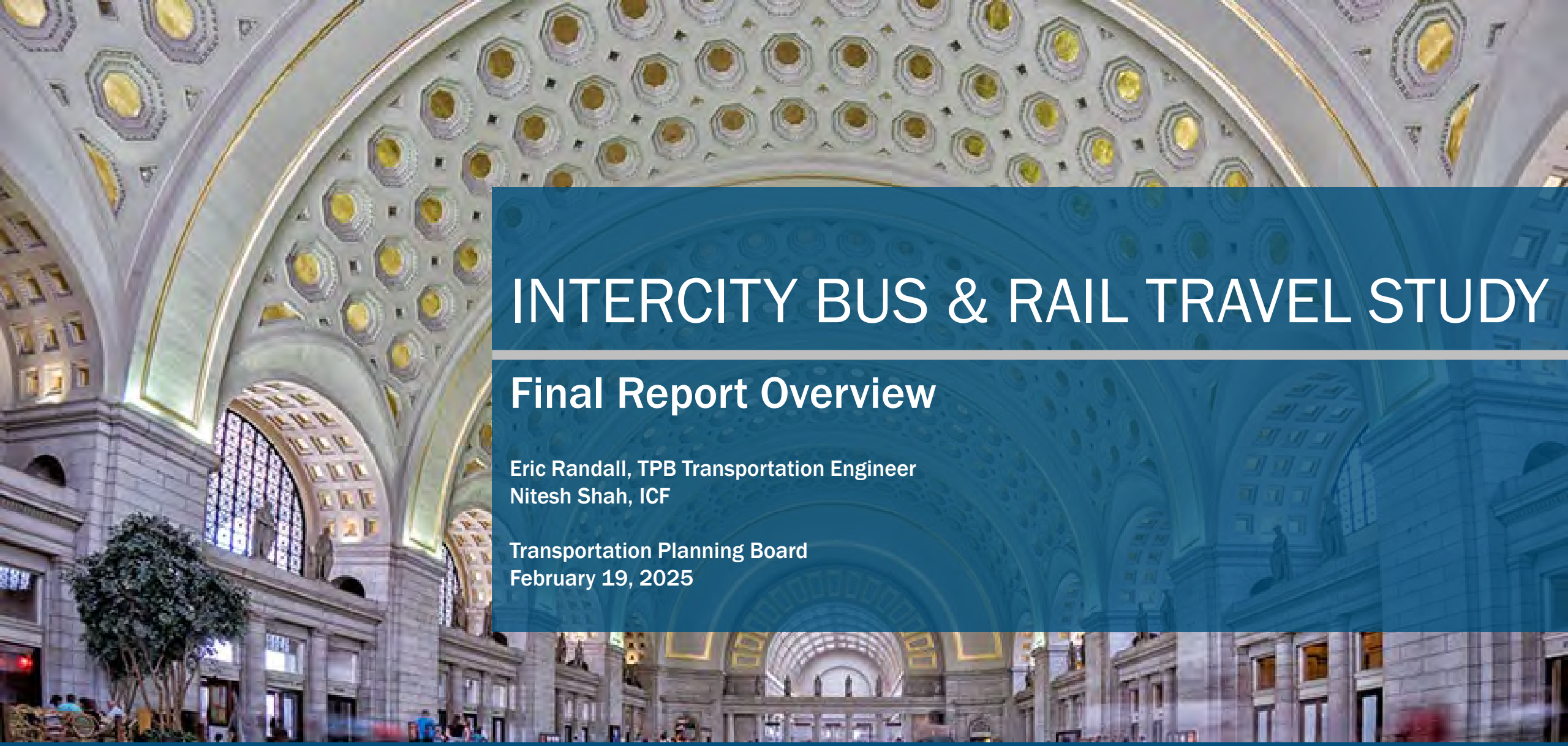
SURVEY END

[ASK ALL]

END. Thank you for your participation in the 2024 DC Connects Survey. If you have any questions or feedback please reach out to our help desk at support@DCConnects.com. We appreciate your participation! Safe Travels!

TERMINATION

Thank you for your participation. Your response has been submitted.



INTERCITY BUS & RAIL TRAVEL STUDY

Final Report Overview

Eric Randall, TPB Transportation Engineer
Nitesh Shah, ICF

Transportation Planning Board
February 19, 2025

Why Study Intercity Travel?

- Federal requirement for MPO regional planning
- Potential overlap with commuter transit
- Support equity due to affordability and access to long-distance travel options
- Offer travel options for rural and small urban areas
- Economic impact due to tourism and business travel

Previous TPB Studies

2016 Study of Intercity Bus Traffic and Patronage in the Metropolitan Washington Region

- First effort to collect information on intercity bus ridership, where travelers board and alight, and origins and destinations outside of the region.

June 2023 – TPB briefing on Intercity Bus and Rail Travel

- Summary of available information on intercity services and ridership.

October 2023 – TPB Work Session on Intercity Rail and Bus Travel

- Representatives from Amtrak, Union Station Redevelopment Corporation (USRC), American Bus Association (ABA), Maryland Transit Administration (MTA), and the Virginia Passenger Rail Authority (VPRA) provided updates to the board on projects and plans.

https://www.mwcog.org/documents/2017/01/18/intercity-bus-traffic-and-patronage-in-the-metropolitan-washington-region-bus/
https://www.mwcog.org/events/2023/6/21/transportation-planning-board/ (Agenda Item 8)
https://www.mwcog.org/newsroom/2023/11/14/intercity-rail-and-bus-experts/

2024 Bus & Rail Intercity Travel Study – Scope

- Funded in the FY 2024 Unified Planning Work Program (UPWP)

Inventory & Desk Research

- General Transit Feed Specification (GTFS)
- Manual Data Entry (April 15-21, 2024)
- Engagement with Intercity and Commuter Service Providers

Big Data Sources

- Replica
- National Household Travel Survey (NHTS)
- Streetlight

Intercept Survey

- Sampling transit centers with high levels of intercity bus and rail travel
- Collect data using an intercept design and web-based survey
- Processing data and selecting "winners" of a raffle.

Highlights from Study

Image credit: MWCOG

Amtrak ridership is nearing pre-pandemic levels with over 4.5 million trips in FY 2023, while intercity bus ridership is recovering more slowly at over 1 million trips.

The top origin-destination pairs are TPB - New York for both Amtrak (62 average daily train trips) and intercity bus (214 average daily bus trips).

Union Station in Washington, DC, is the busiest intercity stop, with 77 daily train trips and 171 daily bus trips.

Amtrak averages 173 daily train arrivals at different stops in the region, followed by FlixBus with 60 daily bus trips.

Household income and ethnicity/race strongly correlate with the choice of intercity bus and rail travel options.

Personal or leisure was the top reason for intercity trips, followed by visits to family and friends. Work/business-related travel represents a smaller share of intercity trips.

Intercity Bus & Rail Network Snapshot

Intercity Transit Major Corridors and Destinations

Links Over 50 Cities Across 21 States

- Mostly Northeast Corridor

Service Providers

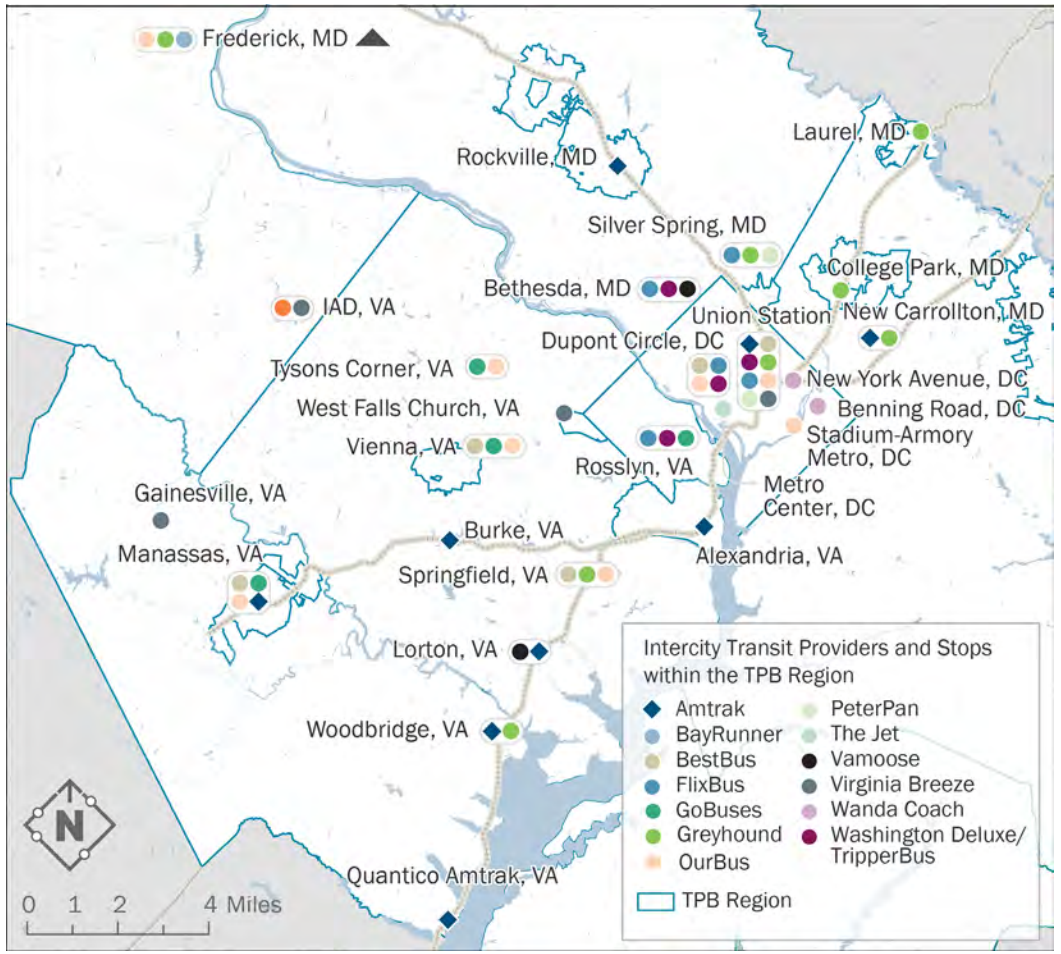
- 1 Intercity Rail
- 13 Intercity Bus
- 3 Commuter Bus
- 2 Commuter Rail

Recent or Future Service Changes

- Megabus Bankruptcy
- Virginia Breeze Expansion

TPB's Intercity Travel Stops

31 Intercity Stops Within the TPB Region



Top Intercity Stops

1. Union Station | Washington, DC | 248 average daily vehicle trips
2. New Carrollton | New Carrollton, MD | 42 average daily vehicle trips
3. Alexandria Amtrak | Alexandria, VA | 27 average daily vehicle trips
4. New York Avenue | Washington, DC | 19 average daily vehicle trips
5. Vienna | Fairfax, VA | 18 average daily vehicle trips
6. Dupont Circle | Washington, DC | 17 average daily vehicle trips
7. Bethesda | Bethesda, MD | 15 average daily vehicle trips
8. Silver Spring Transit Center | Silver Spring, MD | 14 average daily vehicle trips
9. Rosslyn | Arlington, VA | 13 average daily vehicle trips
10. Quantico Amtrak | Quantico, VA | 12 average daily vehicle trips

Intercept Survey – Overview

Image credit: MWCOG

Location

- In-person intercept survey conducted primarily at major transit hubs throughout the TPB. region, with a special focus on Union Station.

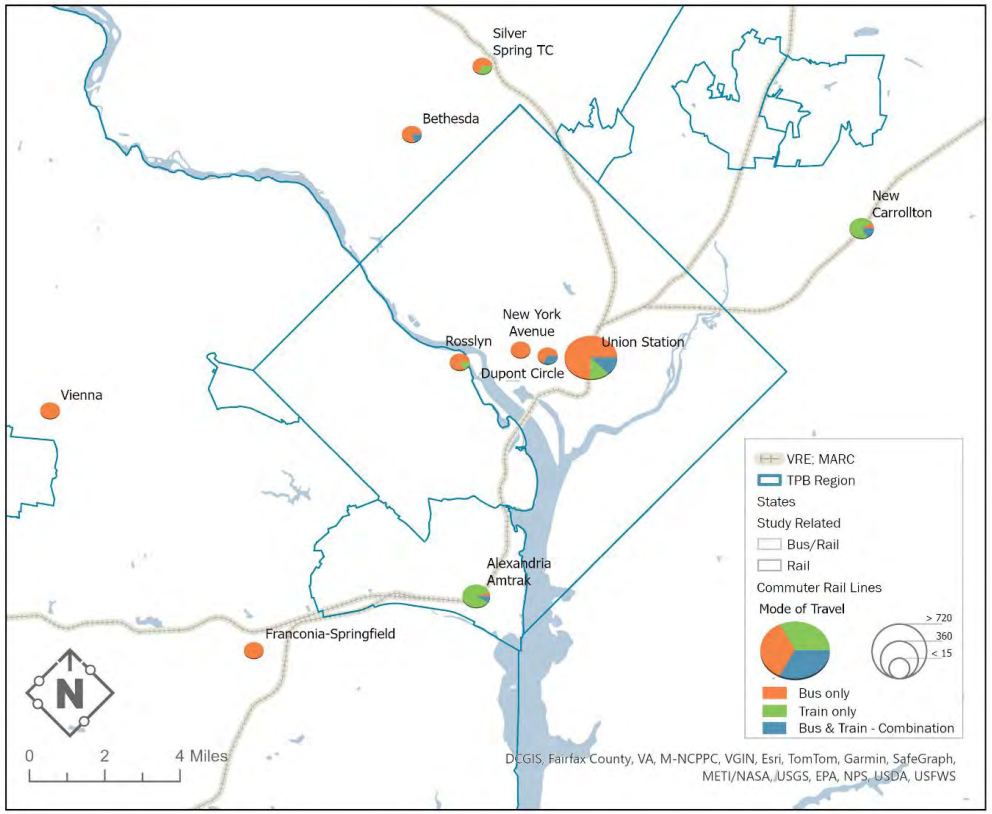
Survey Details

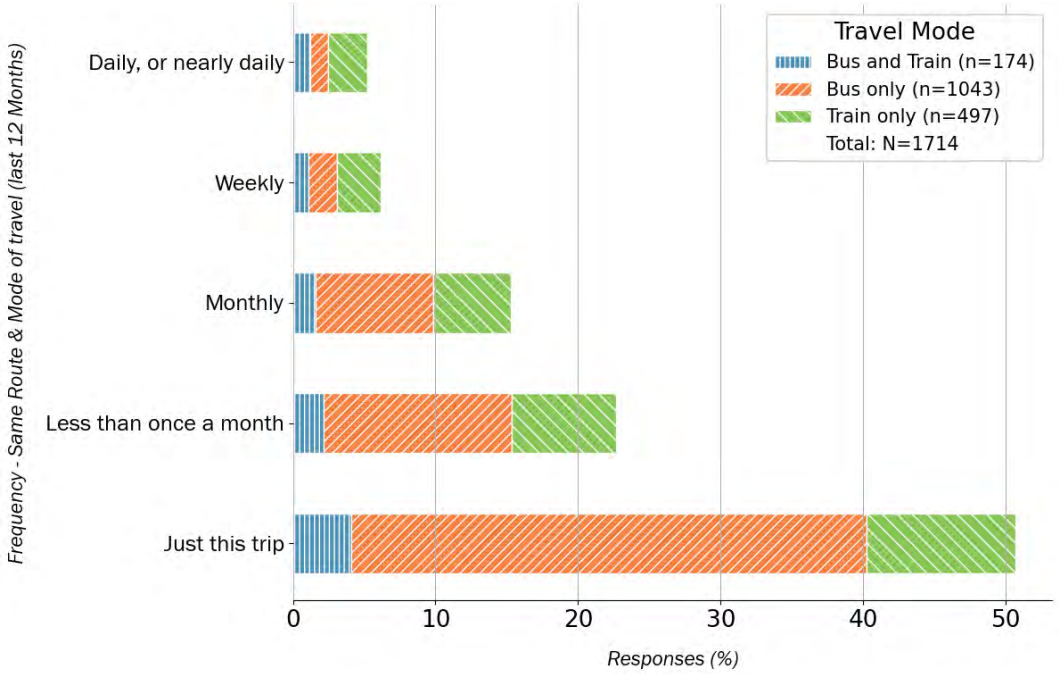
- 5-minute questionnaire about trip origin, destination and other details.
- Two options to take the survey:
  - Tablets handed out by interviewers
  - Postcards with QR codes
- All eligible respondents were entered into a raffle to win a $100 Amazon gift codes.

Timeline & Responses

- Fielded over four weeks in September and October 2024.
- Achieved a total of 1,708 completes.

Intercept Survey – Stations & Frequency of Travel



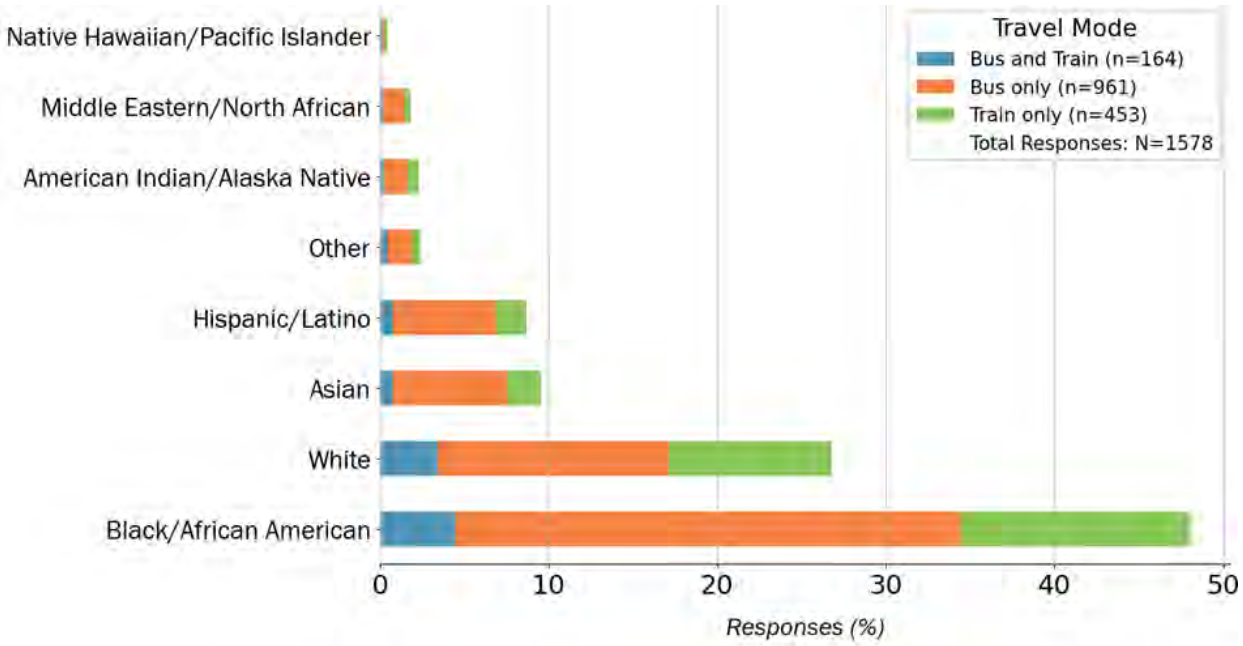


Frequency of Travel

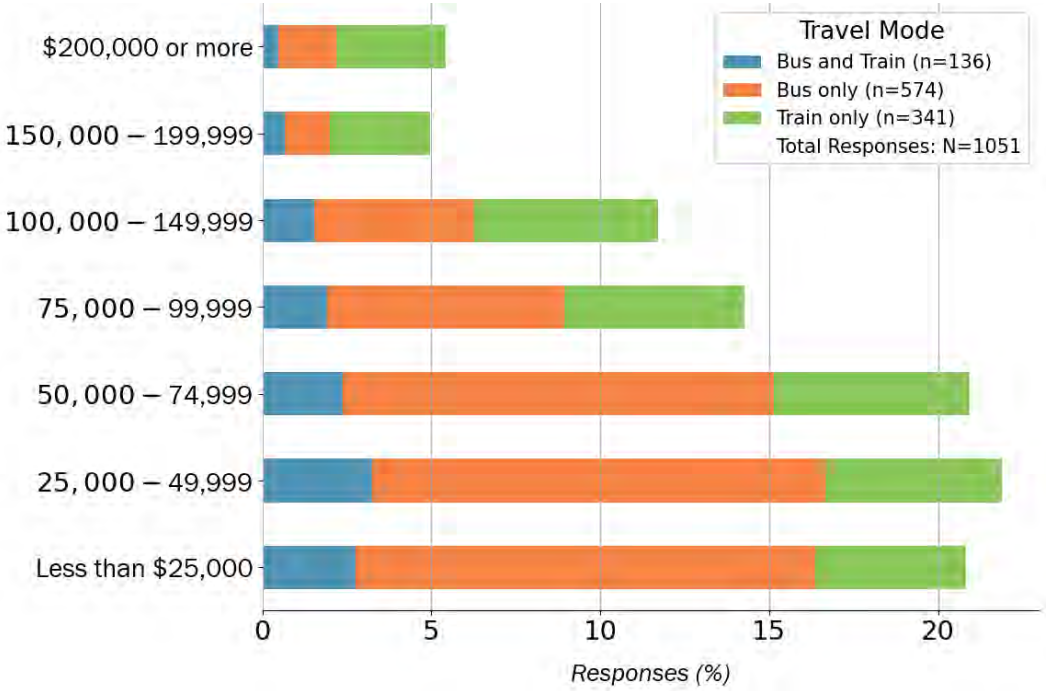
Key Findings

- Over 70% of responses were recorded at Union Station, mainly indicating bus travel.
- More than half of respondents said this was their only intercity trip, with bus travelers being the majority.

Intercept Survey – Sociodemographic



Race/Ethnicity

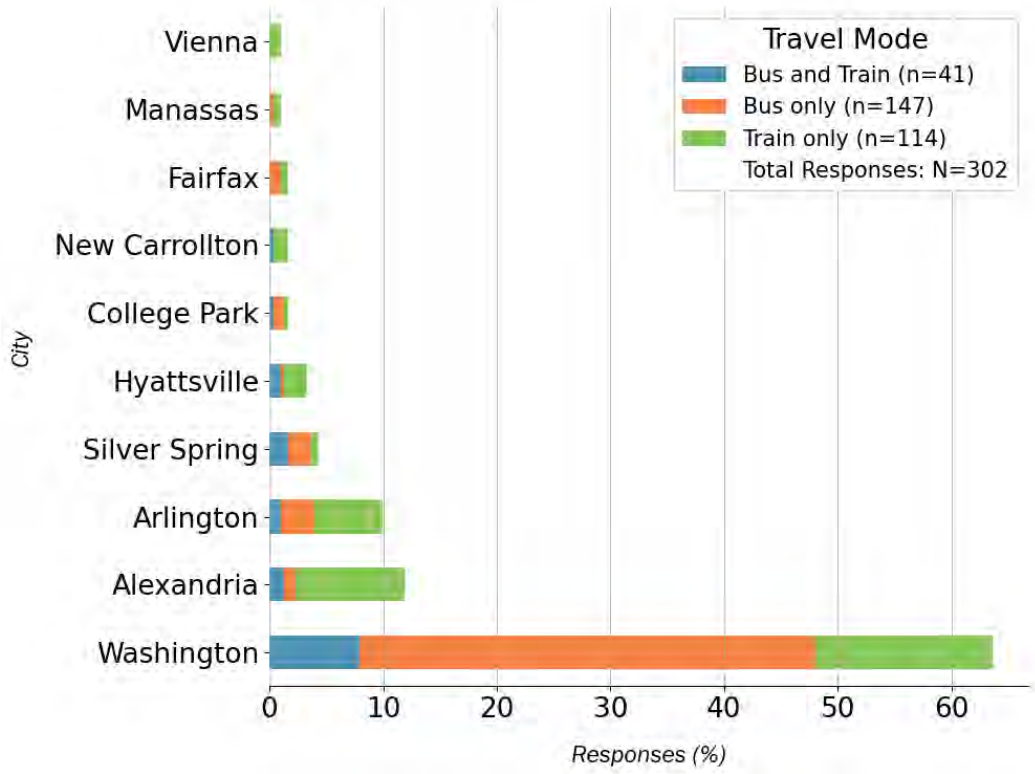


Household Income (Pre-tax 2023)

Key Findings

- Hispanic/Latino, Asian, and Black/African American respondents used buses more frequently than White respondents.
- Lower-income groups primarily used buses for intercity travel, while higher-income travelers favored trains.

Intercept Survey – Origin or Destination in the NCR

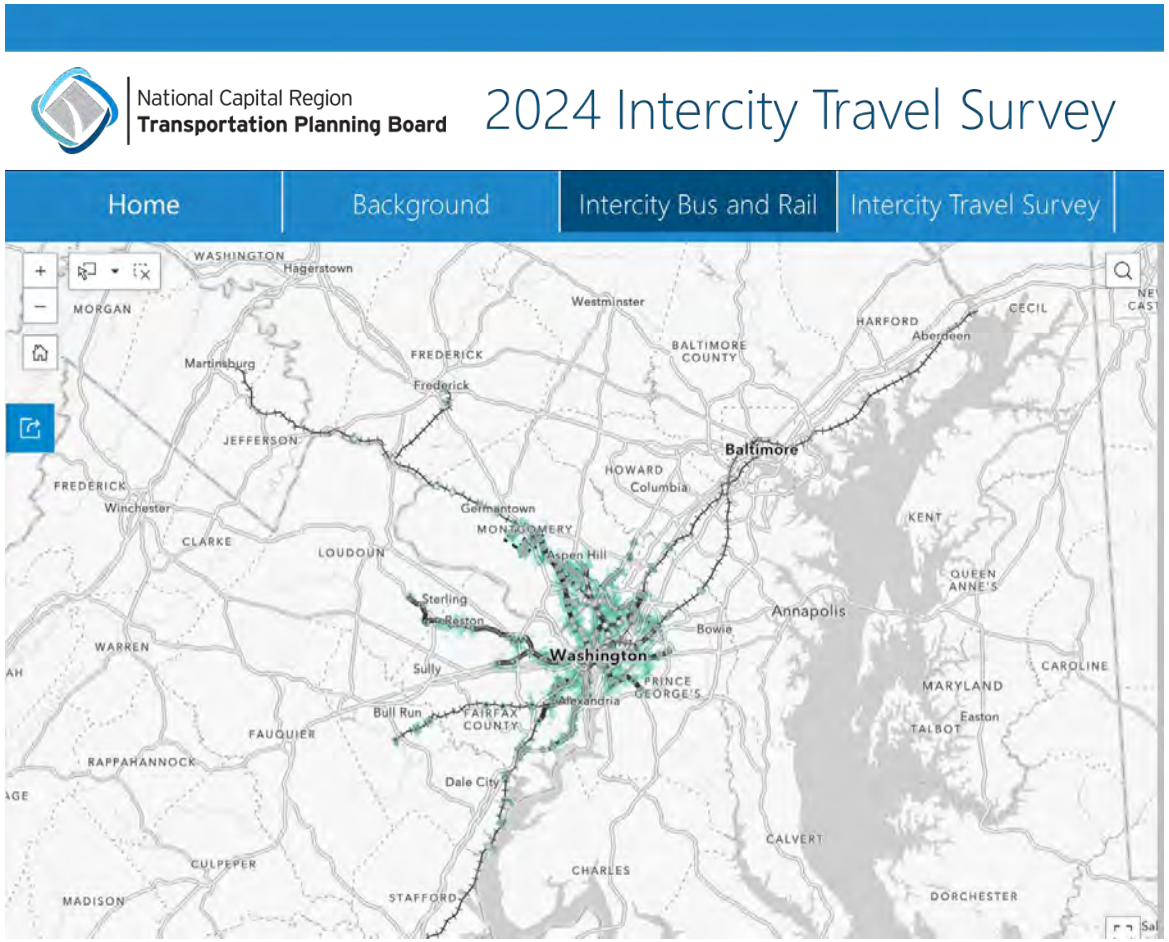


Starting or Destination Locations

Key Findings

- Washington, D.C., reported the highest share of trips among all cities.
- Most respondents used buses, followed by trains.
- The train is a common mode of intercity travel for cities with access to Amtrak stations, such as Alexandria, Arlington, and New Carrollton.

Web Map



Interactive web map

- Highlights travel trends and services available

Data Included

- Intercity and Commuter services
- Service by provider, route, location
- Intercept survey

Data Dashboards

- Visualizations and tables
- Demographics and travel volumes
- Travel survey information

Recommendations

Promote Bus and Rail for Intercity Travel Options

Equity Consideration

Intercity Bus and Rail Performance Measures

Station Improvements

Enhance First and Last Mile Connectivity

Invest in Rail Infrastructure

Diversify Intercity Service Providers and Modes

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Washington, DC 20002

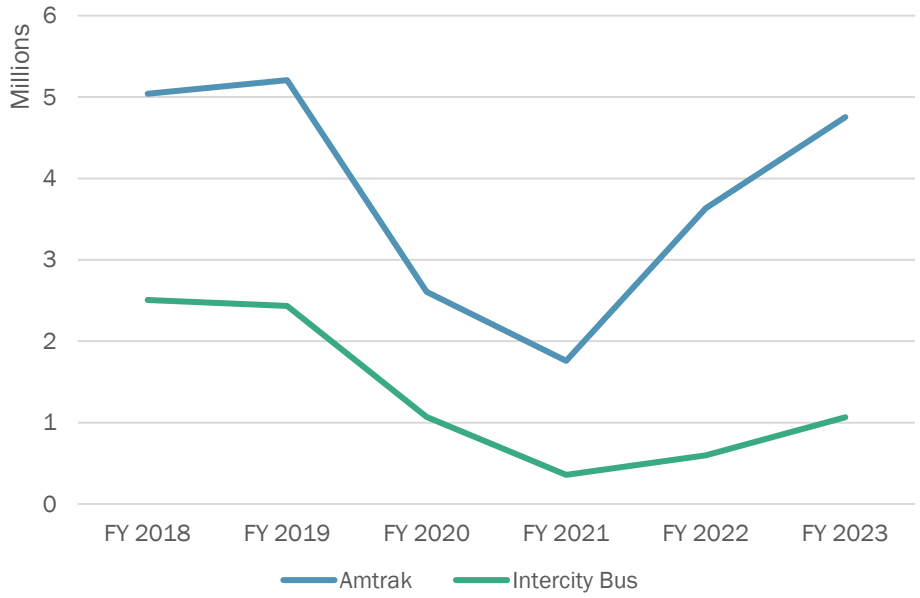
National Capital Region
Transportation Planning Board

Additional Slides

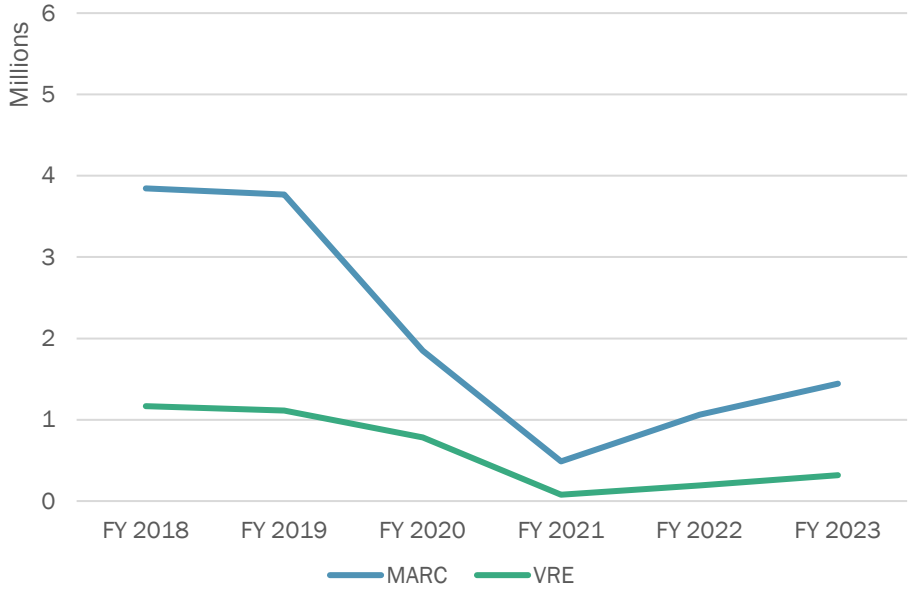
Top Origins and Destinations

	Amtrak	Intercity Bus	Commuter Bus & Rail
1	TPB - New York (62 average daily train trips)	TPB - New York (214 average daily bus trips)	Baltimore Penn – Washington (MARC): 44 average daily train trips
2	TPB – Boston (56 average daily train trips)	TPB – Atlanta (27 average daily bus trips)	Gaithersburg - BWI Business Dist. (MTA Commuter Bus): 25 average daily bus trips
3	TPB – Norfolk (21 average daily train trips)	TPB – Richmond (12 average daily bus trips)	Charlotte Hall/Waldorf – DC (MTA Commuter Bus): 24 average daily bus trips
4	TPB – Newport News (14 average daily train trips)	TPB – Chicago (9 average daily bus trips)	Annapolis - Washington DC (MTA Commuter Bus): 19 average daily bus trips
5	TPB – Roanoke (11 average daily train trips)	TPB – BWI (7 average daily bus trips)	Sunderland / Dunkirk – DC (MTA Commuter Bus): 19 average daily bus trips

Ridership at Union Station



Intercity Service Ridership



Commuter Service Ridership

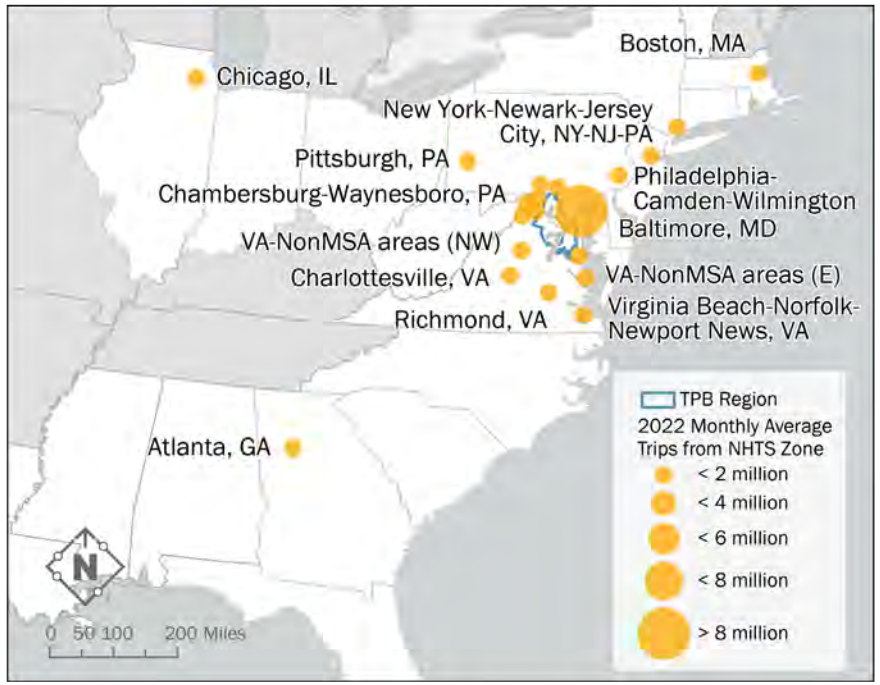
Intercity Bus & Rail

- Amtrak is near its pre-pandemic highs
- Intercity bus ridership has been slower to recover

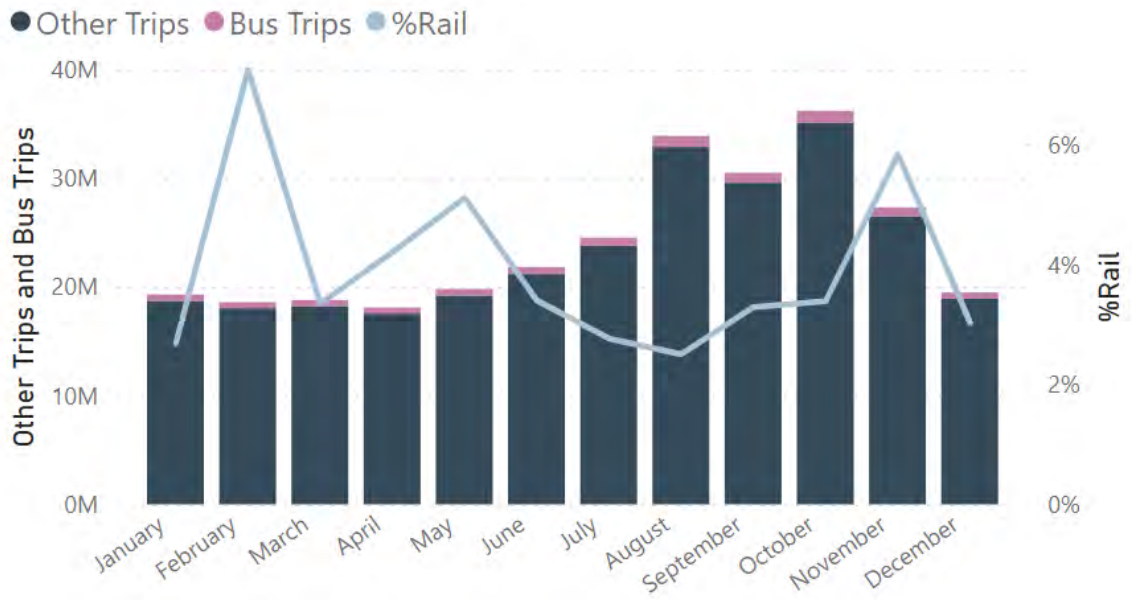
Commuter Rail

- Services have been slower to recover than Amtrak

Trip Volume: 2022 NHTS NextGen OD



Average Monthly Trip Volumes by Origin Zone

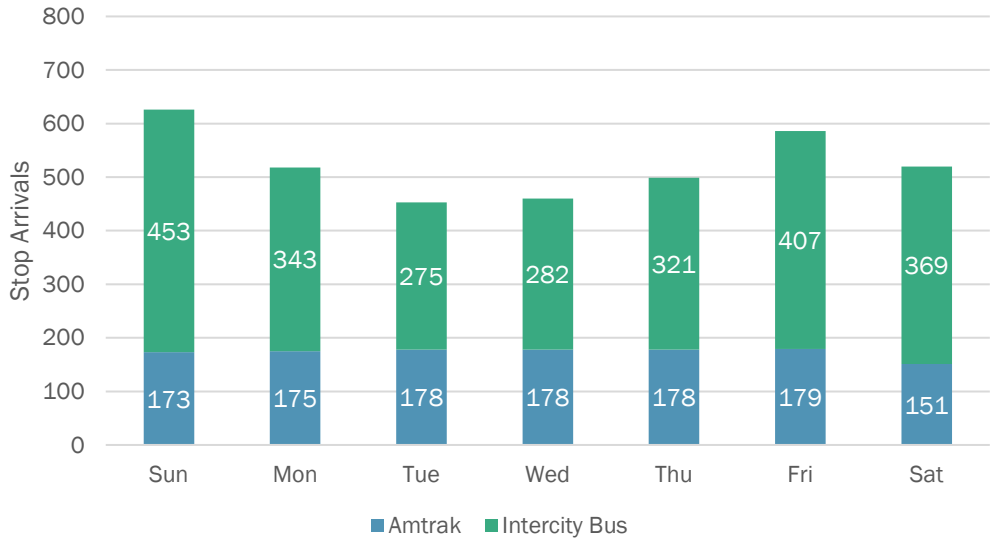


Monthly Travel Trends to the TPB Region

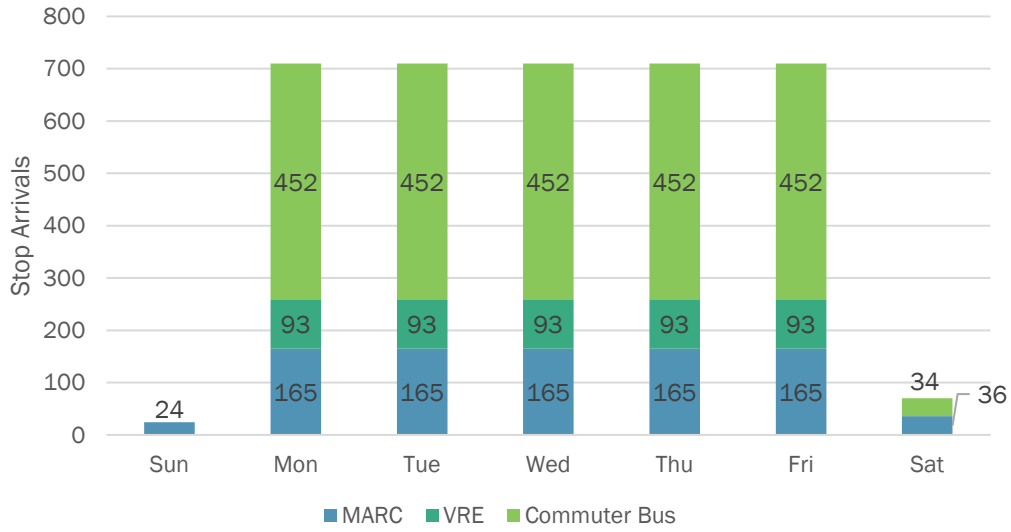
Key Findings

- The largest number of trips to the TPB region start and end in zones in the neighboring states of Virginia and Maryland.
- Many of the same zones are present in origin and destination, indicating a strong bidirectional travel in these regions.
- Trip volumes overall increase during the fall. Rail trips peak in February, with smaller peaks in May and November.

Regional Trip Patterns



Daily Vehicle Trips – Amtrak & Intercity Bus



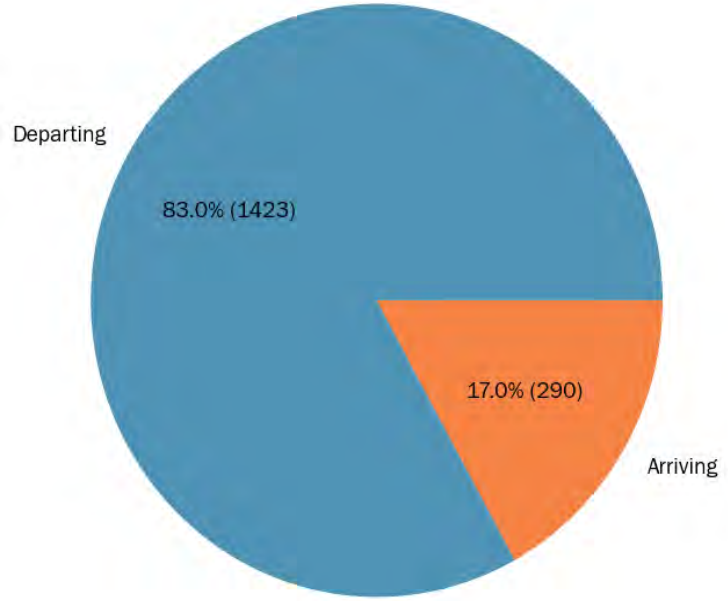
Daily Vehicle Trips – MARC, VRE & Commuter Bus

Holiday Week Stop Arrivals by Provider

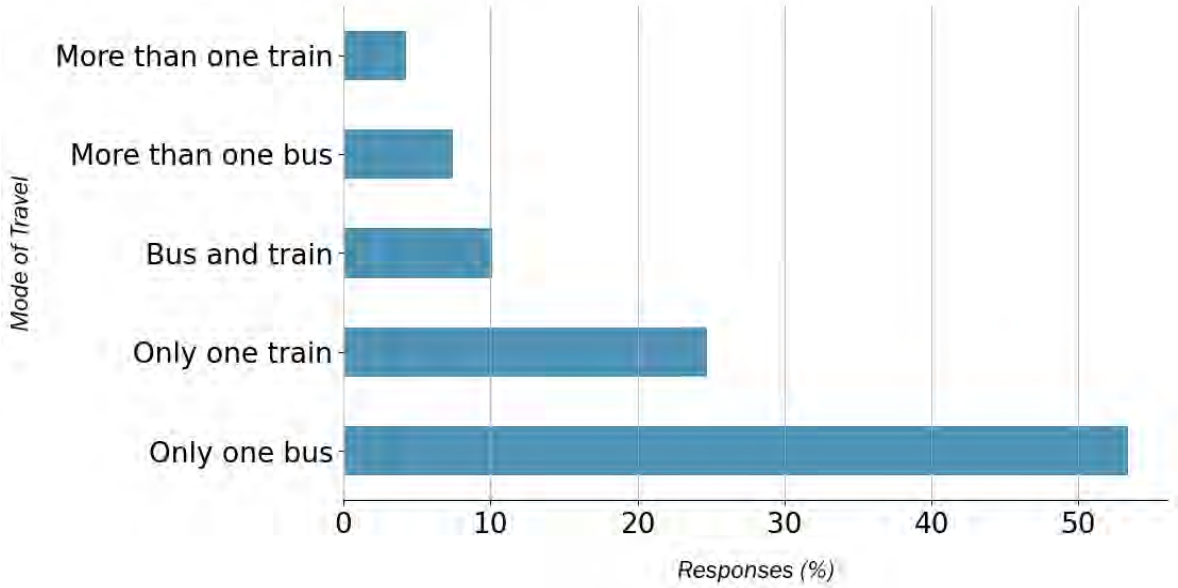
Provider	Average Week	Memorial Day	July 4th	Labor Day	Thanksgiving	Christmas
Amtrak	1,212	1,184	1,212	1,212	1,217	1,217
BayRunner	104	104	104	104	104	104
FlixBus	416	418	443	458	470	472
Greyhound	406	406	406	406	406	406
PeterPan	185	185	185	117	--	--

[1] Virginia Breeze is excluded from this analysis as the GTFS feed is expired and does not line up with the holiday periods examined.

Intercept Survey – Travel Direction & Mode



Travel Direction

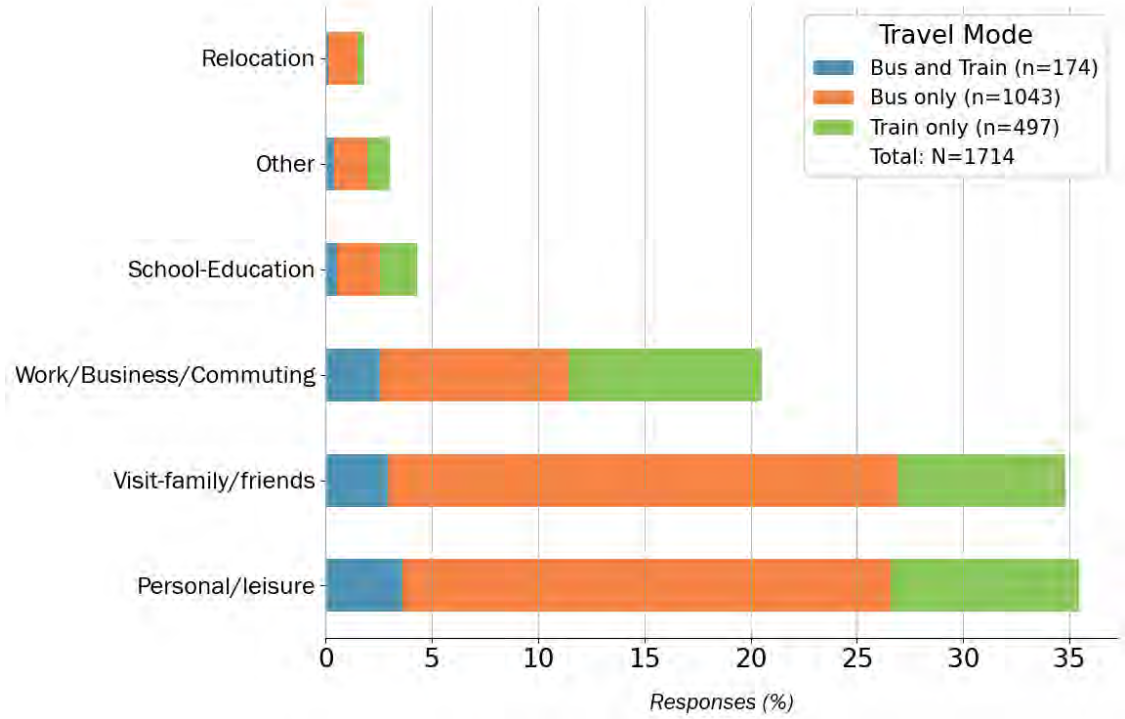


Mode Choice

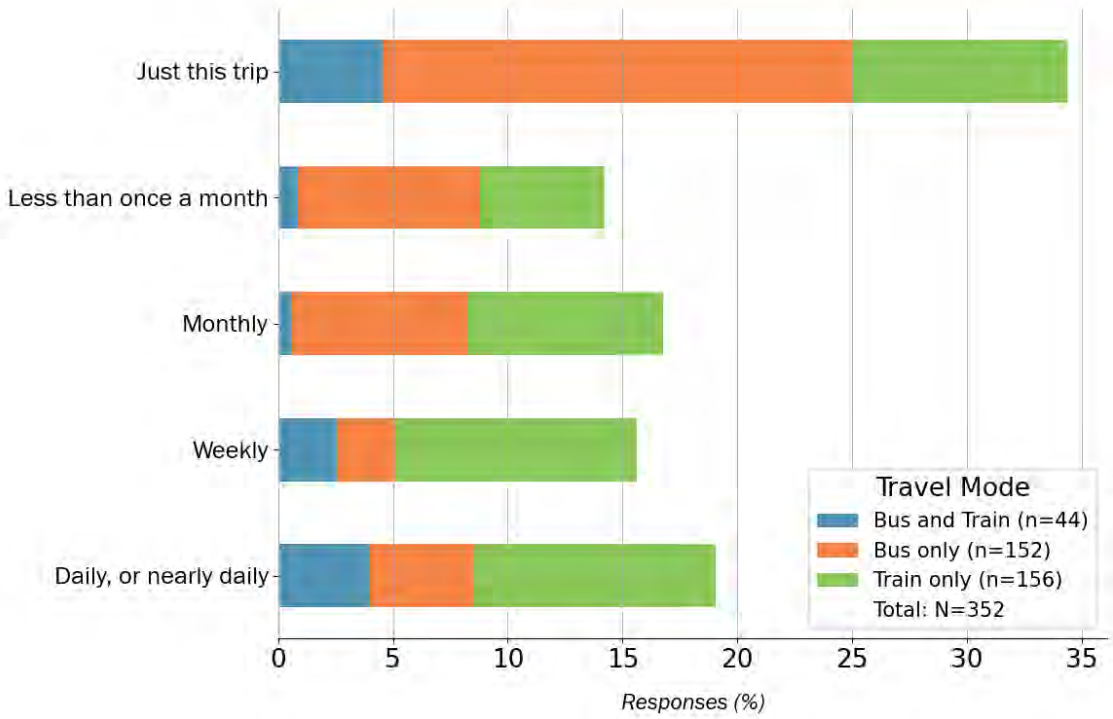
Key Findings

- Of the participants, 83 percent completed the survey before leaving the D.C. region, while 17 percent completed it after arriving in the region.
- More than 50 percent reported using only one bus for their intercity travel, and around 25 percent reported using only one train.

Intercept Survey – Travel Purpose



Travel Purpose

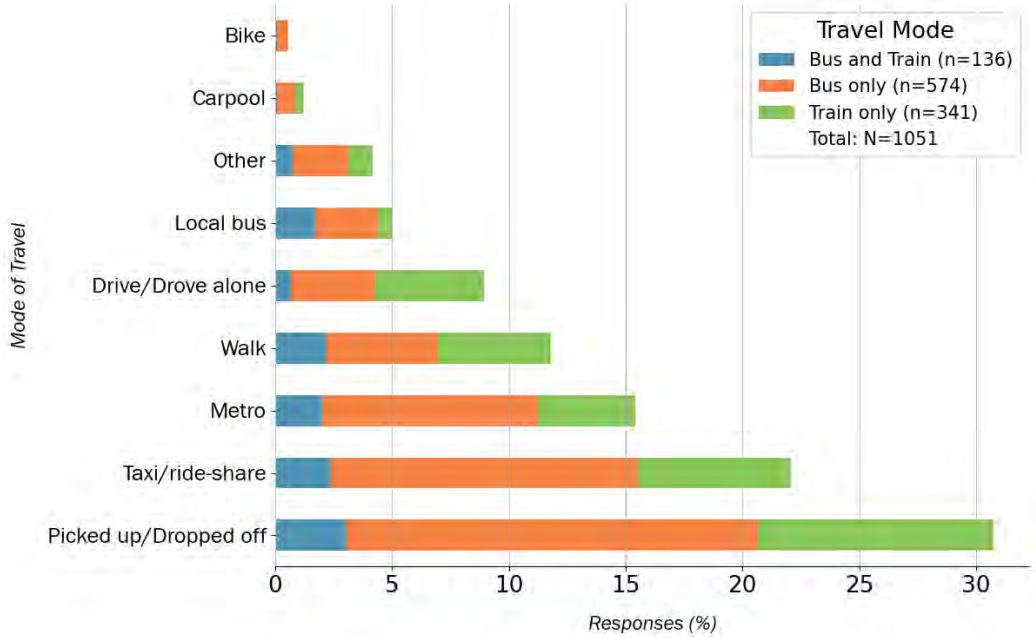


Frequency of Commuting or Work/Business Trips

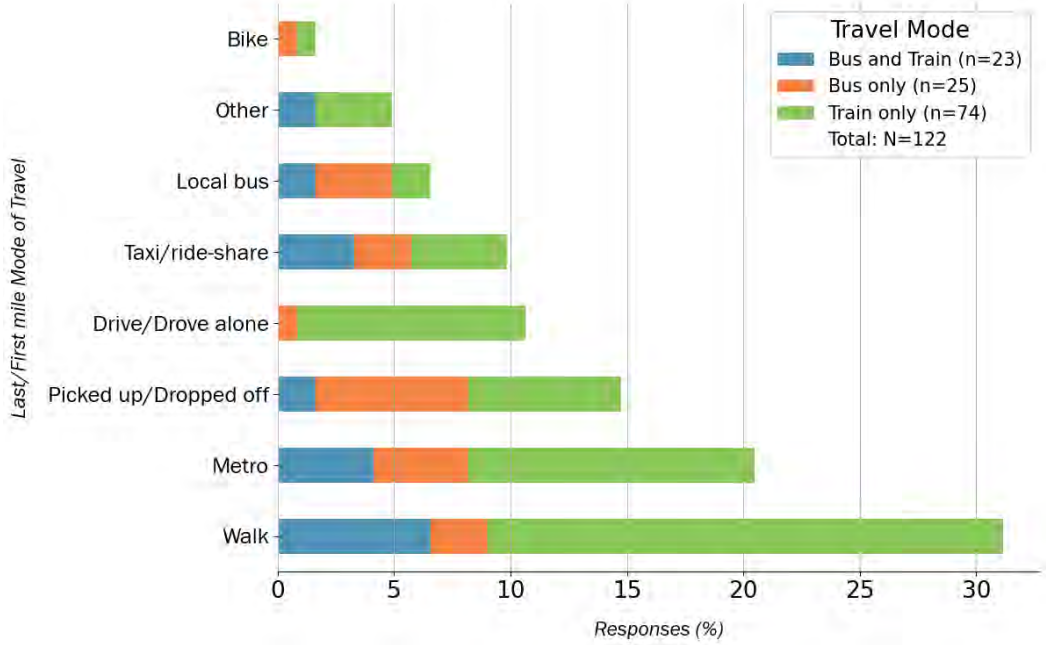
Key Findings

- Most intercity travel was for leisure or visiting family/friends (>70%), primarily by bus.
- One-time work/business trips were mainly by bus, while frequent trips were by train.

Intercept Survey – First and Last Mile



First and Last Mile

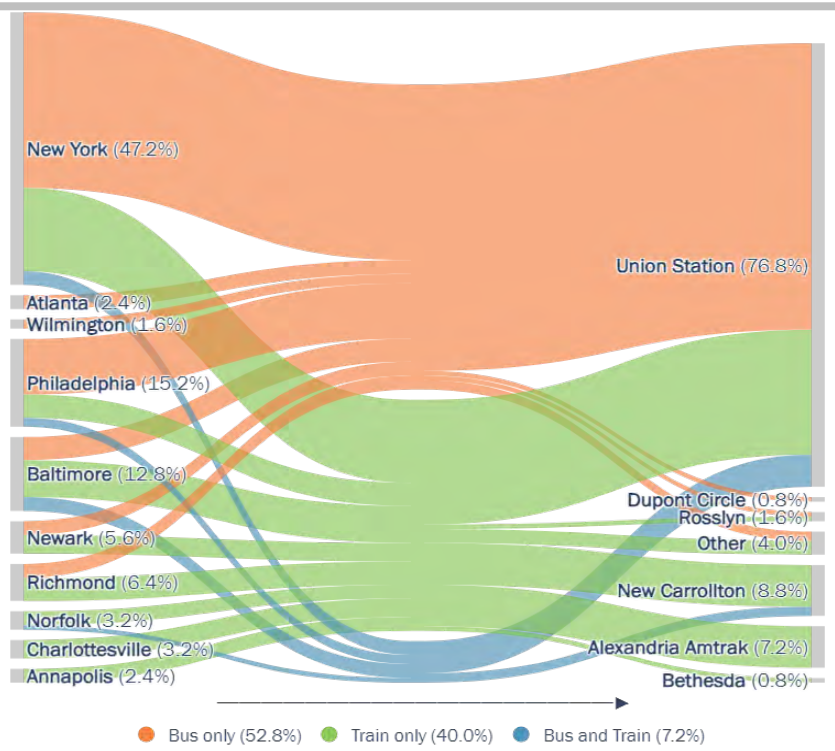


First and Last Mile Among Frequent (Daily, or Nearly Daily, and Weekly) Commuters

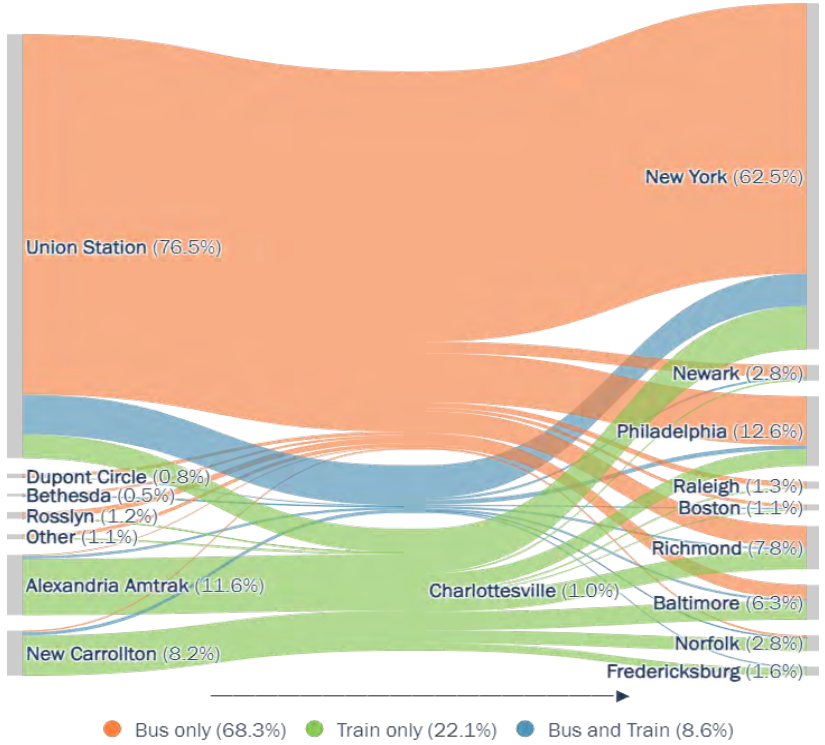
Key Findings

- The main ways to access intercity stations were pickup and drop-off, taxis, and ride-shares. Many also used the metro and local buses.
- Despite a small sample size, many intercity commuters walked or took the metro to reach stations.

Intercept Survey – Geographic Distribution of Trips



Arrivals



Departures

Key Findings

- New York was the city with the most origin/destination, and Union Station was the most common station.
- Most respondents used buses exclusively, with more using them for departures than arrivals.