



## **MEMORANDUM**

**TO:** Transportation Planning Board Technical Committee

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**SUBJECT:** DRAFT Outline and Preliminary Budget for the Fiscal Year 2027 Unified Planning Work Program (UPWP)

**DATE:** January 9, 2026

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The Unified Planning Work Program (UPWP) is the annual statement of work, and associated budget, identifying the planning priorities and activities to be carried out within a metropolitan planning area. This memo includes a draft itemized set of activities/tasks for the Fiscal Year (FY) 2027 UPWP (July 1, 2026, through June 30, 2027) for the National Capital Region Transportation Planning Board (TPB). The work activities are organized into 11 work activities/tasks which reflect and support the activities that the TPB is federally required to undertake. This information is preliminary and will be refined over the next two months as funding information is made available from the state departments of transportation (DOTs), which oversee all Metropolitan Planning Organization (MPO) work and work products. The purpose of this memo is to start to identify and refine a list of tasks that will be elaborated on in the actual UPWP document which will be distributed for review in February. The TPB will be asked to approve the FY 2027 UPWP at its March 2026 meeting.

## **UPWP REVENUE ESTIMATES**

The budget for the FY 2027 UPWP is based upon MPO planning funding allocations provided by our three state DOTs. Federal Metropolitan Planning Funds are apportioned to the state DOTs, which then allocate and distribute these funds to the MPO to enable the TPB to conduct the metropolitan planning process. As with all federal funds, there is a state and local match that is necessary to access the federal funds. In our case, 80 percent of the revenue comes from a combination of Federal Transit Administration Section 5303 funds and Federal Highway Administration Metropolitan Planning (PL) funds. The state DOTs provide a 10 percent state match and the local jurisdictions, through the COG dues, provide a 10 percent local match. Funding amounts are determined by the FY 2026 USDOT budget from the 2021 Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act). The Continuous Airport System Planning (CASP) Program is funded separately through Airport Improvement Grants from the Federal Aviation Administration, as well as support from the Maryland Aviation Administration and the Metropolitan Washington Airports Authority, to conduct the biennial regional air passenger survey.

Detailed budget information will be provided when it becomes available. The budget process begins based on previous estimates, previously approved budgets, and with preliminary funding information from the DOTs.

The UPWP documents the planned work activities of the TPB for FY 2027. Consistent with the purpose of the federal funds provided, the planned tasks are designed to comply fully with federal requirements for metropolitan planning (23 CFR Part 450 / 49 CFR Part 613) and recommendations from the most recent federal review of the TPB work activities (June 2, 2023).<sup>1</sup> The scope of work for planned tasks also reflects enhancements, wherever viable and as appropriate, to align with regional planning priorities/aspirations adopted by the TPB.

The Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act, enacted November 16, 2021) contains requirements affecting the metropolitan planning process. The UPWP will be reviewed and amended, as needed, to comply with all federal requirements.

The following graphic provides an outline of the 11 topic areas of work for FY 2027. Pending finalization of the revenues for FY 2027, these proposed tasks will be further refined.

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<sup>1</sup> “Metropolitan Washington, D.C., Transportation Management Area,” Summary Report, Transportation Management Area Planning Certification Review (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration & Federal Transit Administration, June 2, 2023).

## OUTLINE OF PROPOSED UPWP WORK ACTIVITIES FOR FY 202

### 1. LONG-RANGE TRANSPORTATION PLANNING AND PROGRAMMING

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

### 2. TRANSPORTATION IMPROVEMENT PROGRAM

- 2.1 Transportation Improvement Program
- 2.2 TIP Database Support

### 3. MULTI-MODAL PLANNING

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

### 4. PUBLIC PARTICIPATION

- 4.1 Public Participation and Outreach
- 4.2 Communications

### 5. TRAVEL FORECASTING

- 5.1 Network Development
- 5.2 Model Development and Support

### 6. MOBILE EMISSIONS PLANNING

- 6.1 Air Quality Conformity & Technical Activities with the Long-Range Transportation Plan
- 6.2 Mobile Emissions Analysis, Including Activities Associated with 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. SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS GRANT PROGRAMS AND TECHNICAL ASSISTANCE

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

### 10. TPB MANAGEMENT AND SUPPORT

- 10.1 TPB Committees Support and Management and UPWP

### 11. TECHNICAL ASSISTANCE PROGRAM

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

### CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)

## PROJECT HIGHLIGHTS

This is a short list of some of the projects that TPB staff will be undertaking over the next year. Please continue to read the memo to find out more about project details:

- Performance Based Planning and Programming (PBPP) – Quadrennial System Performance Report due October 2026 - Approve 6 sets of targets (Task 1)
- Update the Coordinated Human Service Transportation Plan (Task 1)
- DMVMoves implementation activities including annual reports on implementation progress and system performance and the development of a Regional Bus Priority Plan (Task 3)
- Develop methodology and tools for conducting economic analysis of safety investments (Task 3)
- Update of the regional bicycle and pedestrian plan (Task 3)
- Update of the regional freight plan (Task 3)
- Scenario planning to support resiliency work: Using the regional travel demand forecasting model to test scenarios where some roads are assumed to be unusable due to coastal or riverine flooding (Tasks 3 & 6)
- TPB Participation Plan update (Task 4)
- Community Leadership Institute curriculum update (Task 4)
- Develop a strategic plan for the improvement of travel demand forecasting methods used by the COG/TPB staff (Task 5)
- Vehicle registration/vehicle identification number (VIN) data: Obtain and decode 2026 VIN data (Task 6)
- Regional Travel Survey (Task 7)
- Enhanced Mobility Analytics, including Congestion Management Process (CMP), products (Task 7)

### 1. LONG-RANGE TRANSPORTATION PLANNING AND PROGRAMMING

#### Visualize 2050, Implementation

- 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.

#### Next MTP Development

- 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.
- 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.

#### Federal Compliance

- 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 plan.

#### Performance-Based Planning and Programming (PBPP) (Formerly part of Task 3)

- 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.
- **[[New Activity]]** The Quadrennial PBPP System Performance Report which addresses and summarizes ALL of the PBPP activities is due by October 2026. All targets must be addressed and included, so TPB can expect to approve six sets of targets over the coming months and to prepare performance reports for state DOTs and the Federal Highway Administration.
- **[[New Activity]]** PBPP Deep Dive: Conduct further analysis using the TPB's Project InfoTrak system and other resources to identify future project opportunities.

#### Policy Board-Directed Activities

- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas .
- Carry out additional activities as directed by the TPB.

#### Coordinated Human Service Transportation Plan

- 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.
- **[[New Activity]]** Update the Coordinated Human Service Transportation Plan, due May 2027.
- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

## 2. TRANSPORTATION IMPROVEMENT PROGRAM

### Transportation Improvement Program (TIP) Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- 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.
- Enhance documentation of the TIP with additional analysis as a part of the long-range transportation plan/TIP publications and the Visualize 2050 website.
- **[[New Activity]]** Develop and document internal and external standard operating procedures for regularly occurring processes, including Technical Inputs Solicitation/Call for Projects for adoptions, amendments, and administrative modifications, approvals and notifications, obligation reports, etc.
- **[[New Activity]]** Develop and document a custom user's manual for the Project InfoTrak system that can be used for training and as a reference guide for COG/DTP PIT administrators, other COG staff, and external users at the local, state, and federal levels.
- **[[New Activity]]** Improve the experience of accessing plan and TIP project information via the Project InfoTrak public portal for members of the public, staff from state, regional, and local transportation agencies, and our federal partners by achieving and maintaining high quality data and mapping information and working with our consultant to enhance the portal tool.

### TIP Database Support

- 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.
- Provide TPB staff with greater access to platform customization tools, including the ability to add new values to existing multi-select fields, add new fields, and possibly access to form and report design elements.

## 3. MULTI-MODAL PLANNING

### Systems Performance, Operations, and Technology (SPOT) Planning

- 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.
- Facilitate quarterly meetings of a regional Transportation Systems Management and Operations (TSMO) Working Group.

#### Transportation Emergency Preparedness Planning

- 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).

#### Transportation Safety Planning

- Conduct regional roadway safety planning including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region.
- Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.
- Update crash data analysis with 2026 data, when it becomes available, and develop new charts, graphs, and tables.
- Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
- Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct one or more workshops, targeting member agency staff, regarding transportation/roadway safety.
- Maintain and enhance the Transportation Safety portions of the TPB website to ensure its value as a regional resource by potentially adding content such as safety data trends, links to local safety studies including before and after studies of safety countermeasures, highlights of emerging practices/approaches, toolkit/guidance documents, and funding opportunities.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles.
- Continue to support COG with exploring the development of a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement).
- **[[New Activity]]** Develop methodology and tools for conducting economic analysis of safety investments.
- **[[New Activity]]** Begin implementation of short-term recommendations identified in the FY2026 Regional Inventory of Roadway Safety Strategies study.

### Bicycle and Pedestrian Planning

- 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.
- Monitor implementation of National Capital Trail Network projects.
- Monitor and update nonmotorized recommendations for project information in the Transportation Improvement Program (TIP) and Project Info Tracker (PIT), in conjunction with Task 2.
- Conduct regional planning regarding emerging mobility technologies, such as dockless bikesharing and electric scooters.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.
- Complete the updated Regional Bicycle and Pedestrian Plan and share findings from the Plan through a StoryMap and other information on the website.
- [[New Activity]] Address recommendations and data gaps that emerge from the 2026 update of the Regional Bicycle and Pedestrian Plan.
- Conduct survey of member jurisdictions on status of adoption and implementation of Complete Streets policies and principles and document findings on website.

### Regional Public Transportation Planning

- 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.
- Produce an annual *State of Public Transportation* report.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.
- [[New Activity]] Conduct TPB-led activities needed to implement the recommendations from the regional DMVMoves initiative including:
  - Overall Plan Progress Reporting - Annual report to TPB (from staff) on the overall status of DMVMoves implementation
  - Work with region's transit operators to move forward on implementation of Regional Integration Action Plan, in particular:
    - Provide annual performance reporting through the State of Public Transportation Report.



- Facilitate adoption of regional bus service guidelines.
- Regional Bus Priority Plan – Define outcomes and targets, system benefits, and roles & responsibilities for the initial 7-corridor system concept.
- Bus Stops - Facilitate agreement on methodologies and processes to assess bus stop conditions relative to guidelines and to prioritize bus stop upgrades in an equitable manner.
- Support COG's Procurement team in convening Joint Transit Procurement Committee and supporting the sharing of opportunities through list serve and contracts clearinghouse.

#### Freight Planning

- Conduct regional planning regarding freight and goods movement activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Compile and analyze data to support regional freight planning.
- Conduct a symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.
- **[[New Activity]]** Complete update of the National Capital Region Freight Plan (last updated in FY 2023) initiated in FY 2026, that will include: visualization of goods movement in the region using new data sources; identify impacts of congestion on freight transportation including congestion hot spots; examine issues and challenges such as first/mile connections, curb management, and truck parking; and provide information on the economic value of the freight transportation network to the region.

#### Metropolitan Area Transportation Operations Coordination (MATOC) Planning

- 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.

#### Resiliency Planning

- Conduct regional planning regarding transportation resilience activities and infrastructure, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.

- Coordinate with relevant jurisdictions and committees on regional transportation resilience issues.
- Compile and analyze data to support regional transportation resilience planning.
- Support the Regional Transportation Resilience Subcommittee with quarterly meetings on related issues, continuing the collaboration of member agencies in the working group during the TRIP process to help guide regional work post-TRIP.
- Maintain and update the Transportation Resilience Improvement Plan (TRIP):
  - Conduct outreach and follow-up activities regarding the Transportation Resilience Improvement Plan (TRIP) to continue to socialize the plan.
  - Continue to incorporate findings and recommendations from Vulnerability Assessment and TRIP into TPB Regional Transportation Resiliency Planning Program.
  - Conduct one or more regional resiliency planning training, outreach or professional development forums to strengthen regional awareness about resiliency planning issues specifically in the transportation sector.
  - Annual update of transportation resilience project list and continue to support member agencies grant applications/requests for assistance on state or national resilience planning funding programs (like PROTECT).
  - Expand the TRIP project request guidance document into an educational document/resource guide for regional planners.
- Conduct resiliency studies and analysis
  - Analyze RITIS data for all TPB localities for road closures due to natural hazards for each year data is available. Update currently existing dataset and GIS layers with full data through the end of 2025. With this complete picture of a summer with lots of extreme rainfall events, complete analysis and report on results. Publish map as public, interactive dataset. Project will begin in FY26 but will continue into FY2027.
  - Complete analysis on impacts of extreme heat to transit riders with particular focus on equity and access to critical infrastructure and disseminate findings through presentations and website materials.
  - **[[New Activity]]** Analysis of flood-related travel impacts - This analysis will utilize up to two flood scenarios from last year's inland flooding study and provide inputs to the TPB travel demand model to analyze how travel is affected when segments of the network are impassable due to flooding. Complete a similar model run for an extreme heat scenario. Project will begin in FY26 but will continue into FY 2027.
  - **[[New Activity]]** Impacts of natural hazards on pavement condition – Conduct analysis to overlay roadway pavement condition map layers with resilience mapping tool layers. Analyze the results in a short report or mapping tool to identify potential impacts of flooding on asset conditions.
  - **[[New Activity]]** Access to Public Services Analysis - Complete study to better understand access to public services in the face of natural hazards using map of critical public facilities and centers in the region (locations like healthcare facilities, schools, fire stations, etc.).

## 4. PUBLIC PARTICIPATION

### Public Participation and Outreach

- 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 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department.
- **[[New Activity]]** Update the 2020 TPB Participation Plan to reflect recommendations of the 2022 TPB Participation Plan Implementation Evaluation Final Report and incorporate TPB public involvement strategies and practices developed since 2020 as part of the Metropolitan Plan (National Capital Region Transportation Plan) public comment and communications process. Provide regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs.
- 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. As part of this activity, prepare an updated Community Leadership Institute curriculum that incorporates a module on the interconnection between housing and transportation access.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI).

### Communications

- 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 National Capital Region Transportation Plan (Visualize 2050) website, ensuring the content is timely, thorough, and user-friendly.



- Support TPB staff as they restructure and update content for TPB events, program information, committees, events, dashboards, maps, news, program information and reports as part of the development of a new COG/TPB website.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

## 5. TRAVEL FORECASTING

### Network Development

- Develop a base-year transit network representing recent conditions, which is used as the starting point for developing future-year transit networks used by the regional travel demand forecasting model. Staff plan to develop a year-2026 base year network between December 2026 and March 2027.
- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, and mobile emissions planning work. Examples include scenario studies; air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP); State Implementation Plans (SIPs) for attaining or maintaining air pollution standards; and emissions reductions studies. There is year-to-year variation in how many networks must be developed and which network years are needed for any upcoming studies (e.g. updating the LRTP versus doing mobile emissions work for SIP development), but, in general, new transportation networks will be developed yearly or every two years.
- Maintain, refine, and enhance both 1) the multi-year transportation network geodatabase used in regional travel demand modeling, and 2) the software used to edit and update the geodatabase, known as COGTools. Consultant (ASRI) will make several updates to COGTools, including migrating COGTools from ArcGIS 10.X to ArcGIS Pro, and migrating its implementation programming language from VB.NET to C#. This work will be conducted in both FY 2026 and in FY 2027.
- Develop additional utilities (e.g., Python scripts) that facilitate network development activities.
- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.4.6 Travel Model, which requires networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which requires networks in Cube Public Transport (PT) format. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.4 Model) to the disaggregate, activity-based travel model (Gen3 Model), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime). A beta release of the Gen3 Model was made available on November 7, 2025. It is hoped that a production-ready version of the Gen3 Model could be ready by spring 2025 (FY 26).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- Respond to network-related technical data requests.
- Keep abreast of best practices in network development, including software offered by the major vendors (e.g., Bentley, PTV, and TransCAD) and open-source efforts, such as the General Modeling Network Specification (GMNS).



### Model Development and Support

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



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

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

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

<sup>3</sup> See, for example, p. 57 Meseret Seifu and Jane Posey, *Highway and Transit Networks Used in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (Gen2/Ver. 2.4 Travel Model)*, with Feng Xie et al. (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, 2022), <https://www.mwcog.org/transportation/data-and-tools/modeling/model-documentation/>.



- 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. However, in July 2025 (FY 2026), AMPORF transferred administrative control to a new, non-profit organization: The Zephyr Foundation for Advancing Travel Analysis Methods.<sup>4</sup>
- Keep abreast of best practices in travel demand modeling.
- Continue developing knowledge of, and providing support for, other DTP staff in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP’s Planning Data & Research (PDR) Team and DTP’s Plan Development and Coordination (PDC) Team.
- Respond to travel-model-related technical data requests from consultants, state/local agencies, and academics.
- Working with COG’s Office of Information Technology (IT) to acquire and maintain the hardware and software needed to conduct regional travel demand modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises). Assist COG IT to ensure that both on-prem and cloud computers meet the modeling needs of staff.
- Continue to use version control software, such as Git and GitHub, to manage the computer code for COG’s production-use travel models, developmental travel models, and network management software (COGTools).

## 6. MOBILE EMISSIONS PLANNING

### Air Quality Conformity and Technical Activities Associated with the Long-Range Transportation Plan

- If requested by the implementing agency, conduct the air quality conformity (AQC) analysis, i.e., the travel demand modeling and mobile emissions modeling, of the TPB’s Long-Range Transportation Plan (LRTP), also known as the Metropolitan Transportation Plan (MTP) or 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 with off-cycle amendments. TFEA staff also provide technical support for any other technical activities related to the LRTP, such as performance analyses, which are activities led by the Plan Development and Coordination (PDC) Team.

<sup>4</sup> “ActivitySim,” with Zephyr Foundation et al., August 2025, <https://zephyrtransport.org/ActivitySim/>.

- EPA's Motor Vehicle Emission Simulator (MOVES) software/model: Keep abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's mobile emissions modeling software, especially the latest versions of this tool (MOVES4 and MOVES5), and possible further revisions to the model.
- Continue using MOVES5 for production work for development of SIPs and conducting future air quality conformity analyses.
- Continue working to incorporate 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.

#### Mobile Emissions Analysis, Including Emissions Reduction Planning

- Support COG's Department of Environmental Programs (DEP) and state air agencies, in coordination with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees, in the development of state implementation plans (SIPs), such as attainment plans or maintenance plans, designed to allow the metropolitan Washington region to attain or maintain National Ambient Air Quality Standards (NAAQS). This work could include developing inventories of mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx) using the EPA's MOVES model, development of motor vehicle emissions budgets (MVEBs), which are set in the SIP for use in the AQC analysis, and development of documentation.
- Vehicle registration/vehicle identification number (VIN) data: VIN data is typically acquired from the state air agencies, working with the state motor vehicle administrations, every three years. The 2023 VIN data was acquired in 2024 and processed to prepare inputs for the AQC analysis of Visualize 2050 and for the 2015 Ozone NAAQS Redesignation Request/Maintenance Plan. [[New Activity in FY 2027]] In fall 2026 (FY 2027), TPB staff will solicit bids from contractors to find the best VIN-decoding software and will request 2026 VIN data from the three state air agencies. From Jan. to Jun. 2027 (FY 2027), TPB staff will process the 2026 VIN data. The 2026 VIN data will be used to create inputs for future AQC and SIP planning activities.
- EPA's Motor Vehicle Emission Simulator (MOVES) software/model:
  - Revisit opportunities to refresh inputs to the EPA's MOVES software in consultation with regional environmental and transportation agency partners.
  - Keep abreast of MOVES model updates and best practices and conduct sensitivity tests of new versions of the MOVES model that may be released by EPA (e.g., MOVES5 and, potentially, MOVES6).
- Working with COG's Office of Information Technology (IT), acquire and maintain the hardware and software needed to conduct regional mobile emissions modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises).
- Emissions reduction activities for the on-road transportation sector
  - Provide technical support to COG/DEP staff regarding regional electric vehicle planning activities, including the activities focused on implementation.
  - When requested by DEP, develop transportation-sector emissions inventories and track trends and progress.
  - Carbon Reduction Program (CRP): This program, established by the Bipartisan Infrastructure Law (BIL), provides funds for projects designed to reduce on-road transportation emissions. Staff will continue to coordinate planning activities with the



- state departments of transportation related to the Carbon Reduction Program (CRP) and provide assistance to the state DOTs.
- Climate Pollution Reduction Grants (CPRG): This program provided an investment of \$5 billion to support efforts by states, municipalities, air pollution control agencies, and tribes to develop and implement strong, local greenhouse gas reduction strategies. Staff will continue to participate in future activities related to the program as required by the EPA.
- Respond to technical requests from COG/DEP and from TPB member jurisdictions for readily available mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.
- [[New Activity in FY 2027]] COG's Travel Forecasting and Emissions Analysis (TFEA) Team will support resiliency planning conducted by COG's Multimodal Planning (MP) Team. Support could include testing scenarios where some roads are assumed to be unusable due to coastal or riparian flooding. TFEA staff would develop the base and alternative transportation networks, run the regional travel demand forecasting model, and help interpret the results. This would be a potential opportunity to run the new activity-based travel model (Gen3 Model) in parallel with the trip-based travel model (Gen2 Model) to compare performance.

## 7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

### Transportation Research and Analysis

This subtask entails conducting data collection, such as conducting surveys or acquiring external data, and analysis to support research that informs regional transportation planning policy development and decision-making. Research covers a wide range of topics to inform regional transportation planning decision making and promote an understanding of key issues that influence regional transportation. In addition to providing cross-program support for research and analysis undertaken by other program areas, specific activities under this subtask will include:

- Continue developing and implementing the Mobility Analytics Program (MAP), which was developed during FY 2025 as a significant enhancement to TPB's travel monitoring/travel trends data program. The MAP is a dynamic, interoperable tool that captures a measurable snapshot of the comprehensive nature of travel in the region through a series of transportation and transportation-related datasets and indicators that help "tell the story" of the nature of travel in the region. The MAP consolidates travel monitoring activities, including data collection and reporting, into a more comprehensive program that features data collected through traditional travel count/monitoring studies, data from Big Data products, established transportation datasets from other agencies, and data collected in support of the Congestion Management Process (CMP). The MAP provides wider access to collected data as well as visualizations developed to help users better understand travel trends occurring throughout the region.
- Convene the Mobility Analytics Subcommittee (MAS), which was established in late 2025 to advise TPB staff on the development of the MAP and serve as a forum of

- transportation data professionals among TPB members to review and address travel data challenges and opportunities.
- Data collection for the Regional Travel Survey (RTS) will continue in FY 2026 to complete the first phase of RTS data collection that now occurs once every four to five years. For this first phase, data collection commenced in FY 2025 and will be completed during FY 2026.
  - Continue coordination of future transit on-board surveys (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction, subsidy allocation, and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validate regional travel demand models, which support many transportation planning studies. This effort is coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee. This item is also noted under Work Activity 5 (“Travel Forecasting”).
  - Provide cross-program coordination support for all TPB survey efforts, including providing technical advice and expertise on sampling methodologies, field data collection and processing, survey analysis, and development of survey findings and products. This coordination effort will also ensure that the timing of surveys is coordinated to minimize survey overlap that may create undue response burden on selected survey participants and to ensure the communication of survey findings is appropriately timed and coordinated.
  - Perform and provide cross-program support to research and analysis efforts using a variety of analytical tools that support regional transportation planning activities and incorporate resulting data into department transportation data products and visualizations. This may include:
    - Research and update traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
    - Performance Based Planning and Programming, bridge and pavement condition analysis
    - Baseline (existing) conditions for the LRTP performance analysis
  - Perform travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and plan development activities.
  - Continue developing a program to collect and report active transportation data along the National Capital Trail Network. This may include compiling data collected by other jurisdictions and/or collecting data in the field.
  - Continue applying Big Data to analyze travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model.
  - Provide briefings to the TPB, TPB Technical Committee, the Mobility Analytics Subcommittee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.

- Respond to inquiries from state and local government staff, survey participants, and the media concerning research, analysis, and findings developed in this task.

#### Data Management and Visualization Services

This subtask entails hosting and managing data collected and compiled across numerous programs and developing visualizations of these data as part of research and analysis activities. This also includes the acquisition of Big Data products that are used to support travel trends and travel monitoring analyses identified in the preceding Transportation Research and Analysis subtask.

- 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
  - 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.

#### Congestion Management Process (CMP)

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

## **8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION**

This activity coordinates 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.

- 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.
- 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 that informs regional transportation decision-makers and the development of future metropolitan transportation plans. This includes supporting 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 other economic and demographic data products and visualizations.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data to support the TPB's initiative to optimize high-capacity transit areas (HCTs) in its planning program.
- **[[New Activity]]** Update urban typologies for the Regional Activity Centers and High-Capacity Transit station locations to assist with future transportation analyses and planning efforts.

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

### Regional Roadway Safety Program

- 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.

#### 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).

#### Transportation and Land Use Connection Program

- 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**

#### TPB Committee Support and Management and UPWP

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare the monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.

- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.
- Monitor all work program activities and expenditures.
- Develop a Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee, and the TPB.
- Prepare monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.
- Prepare the FY 2028 UPWP.

## **11. TECHNICAL ASSISTANCE PROGRAM**

The UPWP Technical Assistance Program provides assistance to state departments of transportation and regional transit agencies. Examples of past Technical Assistance projects have included the VRE-MARC Run-Through Study, support to the District of Columbia travel monitoring program, state- and mode-specific travel monitoring studies, technical support to state project pre-planning activities, and supplemental support to the Transportation Land-Use Connections (TLC) Program, among others.

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