



## TPB TRAVEL FORECASTING SUBCOMMITTEE

### HIGHLIGHTS OF THE JANUARY 24, 2025 MEETING, 9:30 AM TO 11:00 AM

Meeting was held virtually via web conferencing software. There was no on-site meeting.

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#### MEETING ATTENDEES

##### MEMBERS, ALTERNATES, AND PARTICIPANTS

- Jonathan Avner (Whitman, Requardt & Assoc.)
- Kevin Chai (Fairfax County)
- Anson Gock (Delaware DOT)
- Dan Goldfarb (ATCS)
- Li Li (Whitman, Requardt & Assoc.)
- Feng Liu (Cambridge Systematics, Inc.)
- Nicole McCall (Cambridge Systematics, Inc.)
- Meredith Milam (Fehr & Peers)
- Rakesh Mora (RK&K)
- Srikanth Neelisetty (Transurban)
- Chaitanya Paleti (RK&K)
- Andrew Rohne (RSG, Inc.)
- William (Bill) Thomas (Michael Baker International)
- Jun Yang (M-NCPPC, Montgomery Co.)
- Leanne Young (WMATA)
- Steve Weller (Atlas Arteria)

##### COG STAFF

- William (Bill) Bacon
- Timothy Canan
- Anant Choudhary
- Robert d'Abadie
- Nazneen Ferdous
- Yu Gao
- Glenn Lang
- Jan Mou (James) Li
- Mark Moran
- Wanda Owens
- Jinchul (JC) Park
- Bahar Shahverdi
- Jessica Stork
- Dusan Vuksan
- Feng Xie
- Zhuo Yang

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#### 1. OPENING: MEETING ROLES, RULES, AND ROLL CALL OF PARTICIPANTS

Mark Moran opened the meeting by introducing the new subcommittee chair, Leanne Young from WMATA. He then proceeded to discuss the roles of the meeting participants (e.g., chair, host, technical host, note taker), meeting rules, and then performed a roll call of participants. This meeting of the Travel Forecasting Subcommittee (TFS) was chaired by Leanne.

#### 2. APPROVAL OF MEETING HIGHLIGHTS FROM THE PREVIOUS MEETING

The highlights of the November 22, 2024 meeting of the TFS were approved without any changes.

### **3. COG/TPB GEN3 TRAVEL MODEL: STATUS REPORT**

This item was presented by Dr. Feng Xie, who spoke from a set of presentation slides. Feng provided a status report on the Phase 3 development of COG/TPB's Gen3 Travel Model. He first provided an update on the recent model enhancements and bug fixes. Feng went on to discuss the progress on the Gen3 Model usability testing. He presented the preliminary findings from the model usability tests for 2030 and 2045, as well as an I-95 sensitivity test conducted in both the Gen2 and Gen3 models. Feng concluded his presentation with the next steps.

After Feng's presentation, Mark commented that COG staff had, thus far, found the results of the Gen3 Model usability testing promising because they are largely in line with the Gen2 modeling results. In cases where the Gen2 and Gen3 modeling results differed, COG staff have found reasonable explanations for the differences. Meredith Milam asked when COG plans to roll out the Gen3 Model. Feng responded that COG staff plan to release a beta version of the Gen3 Model to select stakeholders for testing in the fall of 2025 (FY 26). Then, if the Gen3 Model Phase 3 usability testing goes as planned, COG/TPB staff hope to be able to declare that the Gen3 Model is production ready in the spring of 2026 (FY 26), at which point staff would prepare a Gen3 Model transmittal package for public dissemination.

### **4. 2025 TRANSPORTATION RESEARCH BOARD (TRB) ANNUAL MEETING: SHARING SESSION**

Mark started the sharing session and presented some of his "lessons learned" via a slide presentation. He provided some general information about TRB's Annual Meeting and then discussed the ways that COG/TPB staff participated in the annual meeting. Mark focused on two TRB sessions that he attended:

- "Workshop 1026 Opportunities to Integrate Greenhouse Gas Emissions Considerations in Transportation Planning." Presented at the Transportation Research Board 104th Annual Meeting, January 5-9, 2025, Washington, D.C., January 5, 2025. Session moderators/presenters: Davies, John, David D'Onofrio, Catherine Duffy, Ari Lattanzi, Tina Hodges, Aaron Wilson, Deron Lovaas, Michael Grant, Tara Weidner, and Jacob Riger.
- "Lectern Session 3009 Progress in Accounting for Induced Vehicle Travel." Presented at the Transportation Research Board 104th Annual Meeting, January 5-9, 2025, Washington, D.C., January 7, 2025. Session moderators/presenters: Sall, Elizabeth, Jamey Volker, Greg Erhardt, Gretchen Goldman, Liya Rechtman, Like Liu, Miguel Moravic, and Chris Berrens.

For example, in the first of these two sessions, Mark learned about a developmental tool from the U.S. DOT.<sup>1</sup> This session also included presentations from state DOTs and MPOs, including the Vermont DOT, Maryland DOT, and the Denver Regional Council of Governments (DRCOG).<sup>2</sup> DRCOG is actively using their activity-based travel model (ABM) for their greenhouse gas (GHG) reduction studies. Regarding the second session that Mark attended, on induced demand, Mark mentioned a

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<sup>1</sup> Tina Hodges, "U.S. DOT Carbon Calculator (Workshop 1026 Opportunities to Integrate Greenhouse Gas Emissions Considerations in Transportation Planning)" (Transportation Research Board 104th Annual Meeting, January 5-9, 2025, Washington, D.C., January 5, 2025).

<sup>2</sup> Ari Lattanzi, "Integrating GHG Considerations into Vermont's Transportation Planning", Washington, D.C., January 5, 2025; Deron Lovaas, "Planning and Programming to Reduce Climate Pollution, Maryland Department of Transportation, Washington, D.C., January 5, 2025; Jacob Riger, "Opportunities to Integrate Greenhouse Gas Emissions Considerations in Transportation Planning – MPO Perspective, Washington, D.C., January 5, 2025.

presentation by the University of Kentucky about the accurate capture of induced demand in travel demand models, where he focused on how activity-based models, and occasionally 4-step, trip-based models, can capture most components of induced travel demand.<sup>3</sup> Dusan Vuksan commented that the current COG/TPB models are able to capture some characteristics of induced demand by changing origins and destinations, a characteristic which did not seem to be explicitly categorized in the University of Kentucky presentation. He further exemplified this effect by highlighting how adding additional highway capacity (such as adding lanes to a road or adding a bridge) could significantly change the origins and destinations of affected residents. Mark ended his presentation by explaining that the TRB plans to discontinue its past practice of supporting annual and biennial specialty conferences, such as the TRB Transportation Planning Applications Conference, which had been held every two years. Under the new policy, TRB standing committees must petition for a conference every year that they would like to hold such a conference, and TRB's decision of whether to support the conference would be subject to resource constraints. He further mentioned that some subcommittees may be disbanded if the original reason for the subcommittee was no longer pertinent.

Concluding the session, Meredith shared that there was a general feeling of uncertainty present throughout the Annual Meeting regarding the future development of the conference, as well as associated research. Mark seconded the notion by emphasizing that the change in the presidential administration at the start of the new year may bring about change in focus and funding of research.

## **5. ROUNDTABLE DISCUSSION OF CURRENT MODELING EFFORTS AROUND THE REGION**

Leanne asked if any agencies had any planning studies or modeling updates to provide to the subcommittee, but no updates were offered.

## **6. OTHER BUSINESS**

Mark explained that the next planned TFS meeting is scheduled for Friday, March 21, 2025, from 9:30 AM to 12:00 noon.

Regarding planned presentations at upcoming TFS meetings, Mark noted the following:

- Mar. 21
  - COG/TPB Gen3 Travel Model: Status report (Feng Xie)
  - Tentative: COG/TPB Strategic Plan for Travel Demand Forecasting Methods (Mark Moran)
- May 16
  - COG/TPB Gen3 Travel Model: Status report (Feng Xie)
  - An update on the status of Travel Demand Modeling in Prince George's County (Manfredo Davila, M-NCPPC, and Krishna Patnam, AECOM)

Standing in for Kenneth Joh, Tim Canan gave an update on the next household travel survey that will be conducted by the TPB, known as the Regional Travel Survey (RTS). Tim highlighted that this will be the first post-pandemic RTS, as the last one was performed in 2017/2018. Furthermore, he mentioned that a new collection cycle will be adopted, where the RTS will be conducted every 3 to 5

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<sup>3</sup> Greg Erhardt, "Do Travel Models Accurately Capture Induced Vehicle Travel? (Lectern Session 3009 Progress in Accounting for Induced Vehicle Travel)" (Transportation Research Board 104th Annual Meeting, January 5-9, 2025, Washington, D.C., January 7, 2025).

years instead of every 10, though with a smaller sample size. Tim concluded the update by stating that data collection will proceed from fall 2025 to early 2026.

Andrew Rohne announced that the Zephyr Foundation is organizing the Modeling Mobility (MOMO) 2025 Conference, which will take place from September 14 – 17, 2025, in Minneapolis, MN, and that the call for abstracts is open until February 14, 2025. He highlights that the conference is intended to serve as a venue for sharing advances in travel models, transportation data, and quantitative analysis for transportation planning. Mark, however, noted that there is a scheduling conflict between MOMO 2025 and the 2025 AMPO Annual Conference, which is held from September 15 – 19.

## **7. Adjourn**

The meeting was adjourned at about 10:55 AM.

**Attribution:** This meeting summary was developed using a variety of sources, including notes from participants, a recording of the meeting, presentation slides, and a meeting summary generated by artificial intelligence (AI), via Webex and ChatGPT. Any sections of the meeting summary based on AI-generated content were reviewed and edited for accuracy by humans. The primary authors of the meeting summary were the meeting presenters, Glenn Lang, and Mark Moran.