



MEMORANDUM

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

The attached materials include:

- Steering Committee Actions
- Announcements and Updates



MEMORANDUM

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

At its meeting on Friday, November 7 the TPB Steering Committee reviewed the November 19 TPB agenda. TPB staff and Steering members thoroughly went through each item and members advised staff to reduce the presentation for the Visualize 2050 update so that TPB members have more time to ask questions. There were no other action items this month, as the 2026-2029 Transportation Improvement Program is currently out for public comment, therefore it cannot be modified or amended during that time.

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

TPB Chair/VA Rep.:	Walter Alcorn
TPB Vice Chair/MD Rep.:	
TPB Vice Chair/DC Rep.:	Matthew Frumin
Tech. Committee Chair:	Victor Weissberg
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Leo Pineda
	Regina Moore
WMATA:	Mark Phillips
Previous TPB Chair:	Heather Edelman



MEMORANDUM

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

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

Transportation Planning Board's December meeting



December 17, 2025
12:00 P.M. - 2:00 P.M.



**2300 Wilson Boulevard, 1st
Floor, Arlington, VA 22201**



National Capital Region
Transportation Planning Board





National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2026
DATE: November 13, 2025

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2026 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings will be identified in January.

Please note that during the months highlighted in the table below, TPB meetings will be held at the National Association of Counties (NACO) offices across the street from the COG building: 660 North Capitol Street, NW Suite 400 Washington, DC 20001.

2026 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES			
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon
January	9* One week later due to 2025 Dec holidays	9* One week later due to 2025 Dec holidays	21* One week later due to 2025 Dec holidays
February	6	6	18
March	6	6	18
April	3	3	15
May	1	1	20
June	5	5	17
July	1**	1**	15
August	No meetings	No meetings	No meetings
September	4	4	16
October	2	2	21
November	6	6	18
December	4	4	16

* Due to the 2025 December Holidays, meetings will occur one week later

**This is a Wednesday and is to avoid Independence Day Friday (July 4)

*** TPB meetings will be held at NACO in January, February, March, May, and June



MEMORANDUM

TO: Transportation Planning Board
FROM: Mark S. Moran, Program Director, Travel Forecasting and Emissions Analysis, COG/TPB
SUBJECT: Status of the TPB's next-generation, travel demand forecasting model, known as the Gen3 Travel Model
DATE: November 13, 2025
CC: Kanti Srikanth, Director, Department of Transportation Planning, COG/TPB
Feng Xie, Program Manager, Model Development Group, COG/TPB
Dusan Vuksan, Program Manager, Model Application Group, COG/TPB

This memo provides a status report on the TPB's next-generation, travel demand forecasting model, an activity-based travel model, known as the Gen3 Travel Model.

The TPB staff develops and maintains, with consultant assistance, a series of regional travel demand forecasting models that are used for conducting regional transportation planning studies in the metropolitan Washington region. A travel model is a mathematical/computerized representation of both the demand for, and supply of, surface transportation in a metropolitan area. At any given time, the TPB staff maintains at least two such travel models: A production-use model and a developmental model. The current production-use travel model is an aggregate, trip-based model, known as the Gen2/Version 2.4.6 Travel Model. This model was recently used to conduct the air quality conformity analysis of the Long-Range Transportation Plan (Visualize 2050) and the Transportation Improvement Program (TIP) and has been used in many past studies.

By contrast, TPB's primary developmental model is the Gen3 Travel Model, a disaggregate, activity-based model (ABM). The Gen3 Travel Model has been under development for the past six years. We are now in the third and final phase of development. On November 7, a status report on the model was given to the TPB Technical Committee,¹ and after the meeting, a beta version of the model was made available to interested parties, via an email to the TPB Travel Forecasting Subcommittee. So far, there have been six requests for a copy of the new model. The purpose of the beta release is to allow modeling stakeholders to test the new model and provide feedback to the TPB staff. Depending on the success of the beta release, TPB staff hope to declare the Gen3 Model to be production ready in the spring of 2026, which means that it could be used for production-use modeling studies conducted by TPB staff, such as air quality conformity studies or scenario studies. TPB staff plan to continue to maintain and support both the Gen2 (trip-based) and Gen3 (activity-based) models for the foreseeable future.

¹ Mark S. Moran, "TPB Gen3 Travel Demand Forecasting Model Update," Technical Committee of the National Capital Region Transportation Planning Board, held at the Metropolitan Washington Council of Governments, Washington, D.C., November 7, 2025, <https://www.mwcog.org/events/2025/11/7/tpb-technical-committee/>.

Compared to the existing trip-based model (TBM), the new travel model, an ABM, has both pros and cons, which are listed below.

- Pros
 - ABMs are tour-based models, so there is continuity of information across trip chains, which improves modeling capabilities.
 - ABMs provide disaggregate demand
 - which should make them better suited than trip-based models for some analyses, such as pricing and equity studies.
 - which could, in the future, be used to feed a disaggregate transportation supply model, such as a dynamic traffic assignment (DTA) model.
 - ABMs explicitly model certain aspects of travel demand, such as telecommuting, transit subsidy, and vehicle type choices.
- Cons
 - ABMs are more complex.
 - More time to develop (estimate, calibrate, validate)
 - More difficult to debug
 - ABMs require more computing resources & generally take more time to run.
 - ABMs require staff with higher levels of modeling and analysis skills.

More details about the new Gen3 Travel Model can be found in the November 7 TPB Technical Committee presentation already cited.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: DMVMoves Regional Transit Initiative Update
DATE: November 13, 2025

This memorandum summarizes the recent events of the joint DMVMoves regional transit initiative of the Metropolitan Washington Council of Governments (COG) and the Washington Metropolitan Area Transit Authority (WMATA). The TPB was last briefed in June on the progress of DMVMoves.

DMVMoves Regional Rail Event, October 25

On Friday, October 25, a regional rail event was held at Union Station, Washington, DC. Speakers included leaders and representatives from the Union Station Redevelopment Corporation, Amtrak, the Virginia Passenger Rail Authority, Virginia Railway Express, Maryland Transit Administration, and WMATA. Presentations focused on recent achievements by each organization and a look ahead to the opportunities for increased rail service that will follow completion of the new Long Bridge span in 2030.

For more information:

<https://dmvmoves.org/dmvmoves-convenes-area-officials-to-discuss-greater-transit-connectivity-better-rail-service/>

DMVMoves Task Force, October 29

The Task Force convened for its sixth and final meeting on Wednesday, October 29. Following a spirited discussion, the Task Force adopted a resolution endorsing an outline of the DMVMoves Plan recommendations and the DMVMoves Plan Executive Summary.

For more information:

<https://dmvmoves.org/dmvmoves-proposes-new-metro-funding-action-plan-to-modernize-and-better-integrate-regions-transit-network/>

Joint COG and WMATA Boards, November 17 (Noon to 2 pm, WMATA HQ)

On Monday, November 17, the boards of COG and WMATA are scheduled to hold a joint meeting to conclude the DMVMoves work that started with their first ever joint meeting on May 1, 2024. Information about the meeting is available on the dmvmoves.org website. Meeting materials including the agenda, meeting presentation, DMVMoves Plan, and the joint board resolution have been posted on the COG website:

<https://www.mwcog.org/events/2025/11/17/cogwmata-boards-of-directors--joint-meeting/>

The Technical Committee and the TPB are scheduled to receive a more detailed briefing in December on the outcomes and next steps following the joint board meeting.

PRESS RELEASE

For Immediate Release: November 13, 2025

Media Contact: Izam Izzadeen: iizzadeen@mwkog.org, (202) 962-3250

Sarah Ball, sball@thehatchergroup.com, (630) 392-0147

Metropolitan Washington Council of Governments joins nationwide call to address road safety crisis

November 16 is World Day of Remembrance for Road Traffic Victims.

Washington, District of Columbia—The Metropolitan Washington Council of Governments (COG) today announced that it is joining the [DC Families for Safe Streets](#), for the World Day of Remembrance for Road Traffic Victims. The international event, observed annually on the third Sunday of November, honors those who have lost their lives or been seriously injured in roadway crashes and calls for stronger action to make streets safer for everyone.

Despite a modest four percent decrease in pedestrian and bicyclist deaths in 2024, the toll remains significant: 110 pedestrians and bicyclists lost their lives in traffic crashes, representing more than 30 percent of total traffic fatalities in the region. Even more troubling, two-thirds of serious injuries and fatalities involving bicyclists and pedestrians occur at intersections.

“The Washington metropolitan region is united by a shared goal—making our streets safer for everyone,” said Clark Mercer, Executive Director at COG. “Every life lost or changed by a crash is one too many. Through Vision Zero and efforts like the Street Smart campaign, we’re working together to create safer roads for people walking, biking, and driving across our region.”

COG's [Street Smart](#) campaign addresses this crisis by educating drivers, pedestrians, and bicyclists on safe roadway practices across the District of Columbia, suburban Maryland, and Northern Virginia. The campaign supports the region's Vision Zero goal of eliminating all traffic deaths.

Event Details

Where: Foggy Bottom – George Washington University Metro Station, 2301 I St NW, Washington, DC 20037

When: November 16, starting at 11:00 a.m.

Visuals: Street teams will present walking billboards.

STREET SMART SAFETY TIPS

Safety advocates say it is important for everyone to be aware of their surroundings, avoid distractions, and follow the rules of the road.

If you're driving ...

- Look out for pedestrians everywhere, at all times.
- Slow down and obey the speed limit.
- Stop for pedestrians at marked and unmarked crosswalks.

- Be careful when passing buses or stopped vehicles.
- When turning, yield to people walking and biking.
- Look for bicyclists before opening your car door.
- Allow at least 3 feet when passing people on bikes.
- Put away your cell phone and never text while driving.
- Be especially careful if you drive an SUV or pickup truck. Crashes involving high-profile vehicles are more likely to cause death or serious injury to people walking and biking.

If you're walking ...

- Always cross the street at the corner and use marked crosswalks when they're available.
- Use the push buttons to request a signal change.
- Wait for the walk signal to cross the street.
- Watch for turning vehicles.
- Before crossing, look left, right, and left again.
- Try to make eye contact with drivers so that you're sure they see you.
- Be visible. Wear something light or reflective after dark.
- Watch out for blind spots around trucks and buses.
- Avoid using your cell phone while you're crossing the street.

If you're biking ...

- Be predictable. Obey signs and signals.
- Never ride against traffic.
- Ride in a straight line at least 3 feet from parked cars.
- Use hand signals to tell drivers what you intend to do.
- Wear a helmet.
- Use lights at night and when visibility is poor.
- Use bike lanes when available.
- On an off-street trail, obey all posted signs and approach intersections with caution.

Laws and regulations differ between jurisdictions. Learn more about Street Smart at BeStreetSmart.net.

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About the Metropolitan Washington Council of Governments

The Council of Governments is an independent, nonprofit association where area leaders address regional issues affecting the District of Columbia, suburban Maryland, and Northern Virginia.

About the Street Smart Campaign

COG's Street Smart is a pedestrian and bicyclist safety program that was created in 2002. The campaign works in conjunction with ongoing efforts by local governments across the region to better enforce traffic safety laws and upgrade infrastructure with lifesaving safety features. The campaign also educates drivers, pedestrians, and bicyclists with traffic safety tips.