



MEMORANDUM

TO: TPB Technical Committee
FROM: Amanda Lau, TPB Communications Specialist
SUBJECT: Report of the TPB Technical Committee Subcommittees
DATE: August 29, 2025

Freight Subcommittee: On July 10, the Freight Subcommittee was briefed on time of use rates to support electric vehicle adoption in the District of Columbia. The subcommittee received a briefing on the District's recent food supply chain study for the National Capital Region. To end the meeting, TPB staff presented a comprehensive update on the Washington-Baltimore Regional Air Cargo Study, focusing on key findings from data and analysis, as well as the airport cargo infrastructure and accessibility.

Commuter Connections Subcommittee: On July 15, 2025, the Commuter Connections Subcommittee was briefed on the appointment of the Nominating Committee, selecting the next subcommittee Vice Chair. The subcommittee received a presentation on the DMVMoves joint initiative by COG and WMATA to develop a unified vision and sustainable funding model for public transit. In addition, TPB staff provided a briefing on the Commuter Connections Work Program (CCWP) Strategic Direction Work Group, and a brief summary of the preliminary Q4 FY2025 CCWP Budget Report. To conclude, the subcommittee was provided with an overview of the federal Section 5310 Enhanced Mobility grants solicitation process, which begins with pre-application conferences in July and the solicitation period in August/September.

Travel Forecasting Subcommittee: On July 18, the Travel Forecasting Subcommittee received four presentations. The first was a status report from TPB staff about the Gen3 Travel Demand Forecasting Model, which is in its third and final phase of development. TPB staff hope to release a beta version of the model this fall for stakeholders to test. The second presentation was about telecommute sensitivity tests conducted with both the Gen3 (developmental) Model and the Gen2 (production-use) Model. The Gen3 Model is an advance over the Gen2 Model, since the Gen3 Model has a more explicit representation of telecommuting. The third presentation was about upcoming efforts by TPB staff to conduct new surveys, such as the 2025/2026 Regional Travel Survey. Finally, the fourth presentation was a comparison of travel demand models (both trip-based and activity-based) being used in California for project planning studies done for the state DOT (Caltrans). The presenter concluded with some findings, highlighting that significant challenges were identified, including limited or outdated model documentation, inconsistent model representation of induced demand, and inadequate representation of post-pandemic trends (often due to lack of post-pandemic survey data).