
**COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB**

October 15, 2026
Tim Davis, CAC Chair

The October meeting of the CAC was held virtually on Thursday, October 15. The CAC was briefed on COG's Cooperative Forecasting program and held a discussion concerning micromobility and safety education. In addition, the committee received updates on the October TPB board agenda, the upcoming CAC member recruitment period, outreach related to the Regional Travel Survey and held their "Act Locally" round-robin.

COG'S COOPERATIVE FORECASTING PROGRAM

Gregory Goodwin, Program Manager, Department of Community and Economic Services, COG and Tim Canan, Program Director, Planning Data and Research, TPB, provided an overview of cooperative forecasting and regional activity centers. Presented was fundamental information about COG's Cooperative Forecasting program, including how Regional Activity Centers are developed and how COG's Cooperative Forecasts and Regional Activity Centers are used as essential tools to support regional transportation planning, analysis, and decision-making by the TPB. Staff also shared the most recent round of forecasting (Round 10.1), considering the many factors that influence the short-term and long-term forecasts during times of rapid change.

Questions and comments included the following:

Did Artificial Intelligence (AI) or the effects of the Federal Government downsizing come up in this round?

In 2022, the effects of AI did come up regarding possible jobs being replaced by AI, but it wasn't a major factor. This round was influenced by the pandemic and took place before federal workforce downsizing. The effects of DOGE and AI will likely continue to influence future rounds.

The Bureau of Transportation Statistics maintains a dataset on mobility for people with disabilities. Was that dataset included in this modeling?

Data from the Bureau of Transportation Statistics are not specifically used to prepare the forecasts; however, those are used in other transportation analyses conducted by TPB staff to better understand travel trends and mobility needs throughout the region.

This information is too outdated. It's good that you have it, and it's important to have it, but there have been so many major changes affecting population and jobs recently.

These forecasts are long-range and they get more refined with each subsequent update. They may not capture all variations that can occur in the short-term, but it is their long-term trend that informs our plans and policies. As we learn things, they are incorporated into subsequent rounds. The information on land use comes from our local government partners; from their comprehensive plans and zoning ordinances. As a result, these forecasts are highly accurate due to the subject matter expertise of our local government partners.

As forecasts are put together, are there publicly available analyses of previous model results against current day data to identify/evaluate systemic biases? If not, are previous model data available publicly for third parties to perform that analysis?

There is documentation available on the Cooperative Forecasting Process and the Regional Travel Demand Forecasting Process. Staff are also available to discuss how we evaluate the forecasts, measure their effectiveness and how they can be refined to account for assumptions that did not materialize as expected.

Regarding the activity centers, how are you making the housing affordable in those areas?

The modeling doesn't factor in housing prices. That is another step. It can reveal where policies might need to change to address these problems or opportunities where investments might be made to address them. COG members can use this information to help with those discussions.

Who are we forecasting will come here? Do they come here and stay or do they move around the region? What degree of education do they have?

The forecasting doesn't make specific assumptions about movement within the region or education levels, but COG's Department of Community and Economic Services does examine trends in the region's workforce and other sociodemographic factors. For this activity, we are interested in overall forecasts regionwide.

What constitutes a household?

A household is an occupied housing unit, so that could be one person, a family, or more than one unrelated persons living in the same unit. Traditionally the forecast has been most accurate at estimating household growth.

MICROMOBILITY AND SAFETY DISCUSSION

Committee members and TPB staff discussed concerns related to micromobility and safety education. There is a growing concern over the increase in injuries and deaths related to the use of these devices (such as electric scooters, and e-motos) on roadways and trails, especially among youth. Staff shared some resources on the issue and discussed some of the programs at TPB that touch on the issue, such as Street Smart, and the Bicycle and Pedestrian plan programming. TPB held a micromobility summit last June in which the issue of safety education was discussed.

CAC members shared their reflections, including use of a scooter for mobility, the different types of mobility devices and how they are all mixed together on the path and roadways, the challenges of enforcement and resources, and the variation among jurisdictions about what is illegal and what's ok. CAC members also shared their personal experiences and concerns with the issue, including surviving crashes and the effect of these injuries and fatalities on communities. Members expressed feeling overwhelmed by the rapid deployment, questioning whether it's too late to make some changes in education because the current state is becoming normalized. It seems there is no culture of rider safety among the rapid proliferation of users. Members understand and appreciate that micromobility devices are an overall benefit, and do not want to see them go away.

Possible solutions discussed included looking more carefully at the infrastructure to see what can be done to accommodate the mix of vehicles we now have. Safety education is another area to explore, including holding campaigns targeting the issues or involving schools or youth organizations. TPB programs, such as those providing technical assistance, might be looked at to see if there could be a weighting for safety components in design, or whether Street Smart could target micromobility. There also may be discussions TPB could convene to shed more light on possible solutions.

After the wide-ranging discussion, the CAC discussed possible actions they could take. Staff proposed that the CAC consider drafting an advisory letter to the TPB on the topic. This idea will be explored in future meetings.

“ACT LOCALLY” ROUND ROBIN

CAC members continue to be active with local transportation initiatives, including participation in the Safe Kids World-wide Walk and Roll Day in Brookland, and efforts to provide bicycles and helmets to children who learn to ride a bicycle. CAC members have also been posting the Regional Travel Survey and CAC recruitment opportunity messages to their community organizations.

ATTENDANCE

CAC Members

Tim Davis, Chair
Ra Amin, Vice-Chair
Martha Fedorowicz
Heather Gaona
Dan Hardy
Monica Martinez-Lopez
Dorothy Menelas
Felipe Millan
Jeff Parnes
Lorena Rios
Gail Sullivan
Connor Young

Staff

Laura Bachle
Lyn Erickson
Cristina Finch
Amanda Lau
Tim Canan
Grogory Goodwin
Tom Harrington
Mike Farrell