
TPB TECHNICAL COMMITTEE MEETING SUMMARY

November 7, 2025

1. WELCOME, VIRTUAL PARTICIPATION PROCEDURES, AND MEMBER ROLL CALL PROTOCOL

Staff described the procedures and protocols for the virtual meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

2. APPROVAL OF MEETING RECAP FROM THE OCTOBER 3, 2025 TECHNICAL COMMITTEE MEETING

There were no questions or comments regarding the October Technical Committee meeting. The summary was accepted as final.

ITEMS FOR THE BOARD AGENDA

3. FY 2026-2027 TRANSIT WITHIN REACH PROJECT APPROVALS

Ms. Victoria Caudullo briefed the Committee on the projects recommended for funding under the fiscal year 2026-2027 cycle of the Transit Within Reach funds. Ms. Caudullo presented on the projects recommended by the TWR consensus panel to receive technical assistance in fiscal years 2026-2027. The Transit Within Reach program provides technical assistance for small-scale preliminary engineering or up to 30% design projects that improve bicycle and/or pedestrian access to transit.

This year, three applications requesting a total of \$290,000 in funding were received. A selection panel consisting of TPB staff, the Chair of the Regional Public Transportation Subcommittee and the previous Chair of the Bicycle and Pedestrian Subcommittee reviewed applications and convened in November. The panel developed recommendations for the TPB to approve funding the following three projects at the November 19th meeting:

Sunrise Valley Drive Protected Bicycle Infrastructure (30% Design) - Fairfax County, Virginia (\$84,000)
Lockwood Drive Shared Use Path (30% Design) - Montgomery County, Maryland (\$83,000)
Lewis Avenue Bicycle & Pedestrian Improvements (Preliminary Design) - City of Rockville, Maryland (\$83,000)

The TPB will be asked to approve the selection panel's recommendation at the board meeting on November 19, 2025. Following the board's action, TPB staff will begin the procurement process for projects to kick off in winter 2026. Following the presentation, Mr. Kanti Srikanth asked Ms. Caudullo to clarify how the project funding was determined given there was a request for more funding than was available. Ms. Caudullo clarified that she coordinated with all three project applicants to modify project scopes and budgets to fit the available funding while still accomplishing overarching project goals.

4. DRAFT VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN, FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), AND AIR QUALITY CONFORMITY ANALYSIS REPORT OF THE PLAN AND TIP

In this multi-part presentation, Cristina Finch provided an overview of the draft Visualize 2050 National Capital Region Transportation Plan. She described each of the seven chapters, highlighted additional resources on the visualize2050.org website, and provided information on how comments may be submitted. Andrew Austin then shared the draft FY 2026-2029 Transportation Improvement Program including a summary of the planned financial obligations, the number and types of records and their cost, and the major projects being implemented.

Air quality conformity was discussed next. This is a requirement of the Clean Air Act that ensures metropolitan transportation plans like Visualize 2050 align with the region's plan to achieve and maintain national air quality standards. The analysis showed that on-road vehicle emissions are forecasted to be below the levels needed to achieve the air quality standards for ground-level ozone, thereby demonstrating that Visualize 2050 conforms to the region's air quality plan.

Chair Weissberg complimented staff on the plan; Mr. Nick Ruiz and Ms. Chloe Delhomme asked about how the air quality improvements might affect the region's congestion mitigation air quality funding. Mr. Srikanth stated if it remains with the next federal authorization and in what amounts, but the funding will still be available for the region as a maintenance area. Mr. Leo Pineda stated he is enjoying reading through the plan and finds several features to be very helpful; and VDOT is planning to provide input.

5. PBPP: DRAFT TARGETS FOR TRANSIT AND HIGHWAY SAFETY

Mr. Gaunaud briefed the committee on TPB's process for drafting regional transit safety targets using federally mandated performance measures for the categories of fatalities, injuries, safety events, assaults on transit workers, collision rates, and system reliability. He explained that as of May 2024, transit agencies were required to set safety targets for seven additional performance measures, which was twice as many as before. Last fall, not every agency in the TPB region was required to have set targets for the new measures but for this year's regional target setting process, every applicable agency will have to report targets for all fourteen measures, thereby making this year's set more comprehensive and complete. Mr. Gaunaud reviewed other elements of the federal requirements, including the applicability of the requirements to transit agencies that are recipients or sub-recipients of section 4307 federal funds. He then reviewed 2024 actual transit safety performance followed by the adopted 2024 regional targets. This was followed by an update regarding the development of draft 2025 regional targets, which were almost completed pending responses and follow-up data from various transit agencies. Mr. Gaunaud closed by noting that the board will be briefed on the draft targets at its November meeting. There were no questions from the committee.

Ms. Nham provided an overview of the federal regulation that established the annual highway safety targets requirement and the TPB's methodology for developing safety targets. Ms. Nham reported on the National Capital Region's roadway safety performance for 2024. She noted traffic fatalities and the fatality rate both experienced a 5 percent decrease compared to 2023, the first decline regionally since 2018. Although total fatalities remain above pre-pandemic levels, it appears the trend is heading in the right direction. The number of serious injuries increased by roughly 5 percent in 2024, though it remains below pre-pandemic levels. And notably, the number of non-motorist fatalities and serious injuries decreased by 10 percent in 2024, the second consecutive year of decline. When compared to the 2020-2024 highway safety targets which are measured as five-year averages, the 2024 safety outcomes fell short of the five safety performance targets set by the TPB in December 2023.

Ms. Nham also presented staff recommendations for the 2022-2026 highway safety targets based on state projections. Compared to last year's targets, the new targets cap the number of fatalities, the fatality rate, and the serious injury rate at last year's levels, but decrease the targets for the number of serious injuries and non-motorist fatalities and SI.

Mr. Weissberg asked how the combined number of fatalities and serious injuries compared to those of 2023 and what the underlying reasons may be for the decreased fatalities but increased serious injuries. Ms. Nham noted that staff are still analyzing the data but know that decreased speeding is a driver of the decrease in regional fatalities.

6. ENHANCED MOBILITY GRANT SELECTION AND APPROVAL PROCESS

Cherice Sansbury, the Program Manager of the TPB's Enhanced Mobility program, presented on the grant selection and approval process of the program's most recent solicitation. Federal grant funding is awarded from the Federal Transit Administration (FTA) through COG (as the recipient) to applicable projects COG and the TPB find deserving of these federal dollars. Projects awarded in past rounds have included the acquisition of wheelchair accessible vans and buses, volunteer driver programs, travel training, mobility management, and sidewalk/bus stop construction. Projects are awarded based on their responsiveness to mobility improvement strategies identified in the TPB's Coordinated Human Service Transportation Plan.

The 2025 grant solicitation began in June 2025 and is now in the final stages. 31 applications (17 from Maryland, 9 from Virginia, and 5 from Washington DC) were submitted requesting \$20.7 million federal dollars. 138 wheelchair accessible vehicles were requested. Total federal funding available is anticipated to be around \$10.8 million. The selection criteria include multiple categories that each project is scored on prior to the selection committee deciding who will be awarded and how much each award will be. The selection committee has been appointed and are ready to start the selection process. Once the selection committee has selected the projects to be awarded, those projects will be submitted to be endorsed by the TPB in December 2025.

ITEMS FOR INFORMATION

7. TPB GEN3 TRAVEL DEMAND FORECASTING MODEL UPDATE

Mr. Mark Moran briefed the committee on the status of the TPB's Gen3 Travel Model. He began with an introduction to travel demand forecasting models, including describing the two most common types of models (aggregate, trip-based models and disaggregate, activity-based models) and discussing the pros and cons of the two main types of models. He noted the three main inputs to travel models (transportation networks, land use forecasts, and policy assumptions). He noted that 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. 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. By contrast, TPB's primary developmental model is the Gen3 Travel Model, a disaggregate, activity-based model (ABM).

He then discussed the motivation for developing an activity-based model (ABM), following findings from TPB's 2015 strategic plan for travel modeling. He then discussed the Gen3 Model development

process, noting that the Gen3 Model was developed over a six-year period, and is now in the third and final phase of development. Mark then compared the features of the Gen2 and Gen3 travel models. Finally, he concluded with next steps, noting 1) TPB staff plans to continue to support both travel models (Gen2 and Gen3); and 2) TPB staff plans to send an email to the TPB Travel Forecasting Subcommittee (TFS) today announcing the availability of a beta version of the Gen3 Model, which would allow interested modeling stakeholders to try the new model and provide feedback to TPB staff.

After the presentation, Kanti Srikanth made some closing remarks, noting that Mark had mentioned that the two main approaches to land use forecasting are using an expert panel (also known as a Delphi process) and using a formal land use model. Kanti noted some of the reasons why COG/TPB has chosen and continues to use a modified Delphi approach, including the fact that the metropolitan Washington region is an air quality non-attainment area. There were no questions or comments regarding the presentation.

8. VRE 2050 SYSTEM PLAN

Mr. Nick Ruiz presented on the VRE System Plan 2050. He said VRE System Plan 2050 outlines a transformative vision for the future of Virginia Railway Express, aiming to evolve the commuter rail system into a more frequent, reliable, and accessible service by mid-century. Mr. Ruiz said that the plan anticipates significant ridership growth and calls for all-day, bi-directional service supported by major infrastructure investments such as third and fourth track projects, station upgrades, and fleet modernization. He said that the plan emphasizes sustainability by aligning with climate goals and reducing car dependency, while also prioritizing equity through improved access for underserved communities. Mr. Ruiz said that the VRE System Plan 2050 implementation is phased across three horizons: foundational upgrades through 2035, service expansion and fleet transition by 2045, and full system modernization by 2050. Developed in collaboration with regional stakeholders, the plan relies on a mix of federal, state, and local funding to support long-term capital improvements and ensure seamless integration with broader transit networks.

Chair Victor Weissberg asked about the run-through service that will be enabled by the completion of the Long Bridge Project and inquired about its timeline. Mr. Ruiz responded that VRE conducted a market assessment and found that most of the demand for the run-through service was for trips destined for places like National Landing, the Pentagon, and Alexandria. He noted that there was little to no demand from VRE riders living in their catchment areas for service to jobs in Maryland. Mr. Kanti Srikanth asked whether construction on the Long Bridge would begin next year. Mr. Ruiz confirmed that it would and added that while discussions are ongoing, there will be some interim service modifications from an operational standpoint. He believes VRE can continue running its current services but will need to be creative about where trains turn around.

Mr. David Edmondson from the City of Frederick expressed interest in VRE's consideration of multiple-unit style trains and asked why or why not they were being pursued. Mr. Ruiz explained that they had not yet delved into the technical feasibility of rolling stock capabilities, which will be addressed in the coming years. Mr. Edmondson followed up with a question about train electrification, to which Mr. Ruiz replied that under the current Transforming Rail in Virginia agreements, electrification is not permitted due to the need for interoperability with double-stack

freight, which exceeds 24 feet in height and presents clearance challenges. However, he mentioned that emerging technologies may offer future solutions. Mr. Leo Pineda asked when the plan was adopted, and Mr. Ruiz responded that it was in July 2025.

9. UPDATE ON THE ROUND 10.1 COOPERATIVE FORECASTS

Mr. Timothy Canan and Mr. Greg Goodwin briefed the committee on the work of the Planning Directors Technical Advisory Committee (PDTAC) and the Cooperative Forecasting and Data Subcommittee (CFDS).

Mr. Canan began the briefing by setting the metropolitan transportation planning context for the Cooperative Forecasting program. He underscored that while proposed transportation projects, programs, and policies included in TPB's metropolitan transportation plans are included to address travel and mobility needs and deficiencies today, they also address those anticipated in the future that will result from future growth in the metropolitan area. Assumptions about future growth are based on approved land use plans and zoning regulations of member local governments. Because these locally-prepared plans and regulations represent the most reasonable assumption for future growth in our member jurisdictions, the Cooperative Forecasts are prepared in conjunction with our member jurisdictions' subject matter experts, their planning staffs. The Cooperative Forecasts, therefore, represent a regionally-accepted consistent set of planning assumptions for future growth that are used in local and regional planning throughout the metropolitan area. As a result, Cooperative Forecasts represent the critical assumptions for current and future land use in TPB's travel demand forecasting process, Air Quality Conformity Analyses, and current and future conditions analyses used to develop the region's metropolitan transportation plan.

Mr. Goodwin provided an overview of the COG Cooperative Forecasting program and characterized the Round 10.1 Cooperative Forecasts as a minor round compared to other major rounds in the past. One of the slides in Mr. Goodwin's presentation included a listing of each COG Cooperative Forecasts from Round 1 (Year 1976) to the most current Round 10.1. Round 10.1 was adopted by the COG Board of Directors in October 2025 and is the first update since the adoption of Round 10.0 in June 2023. Mr. Goodwin explained that the cooperative forecast is developed by local government staff under the direction of the PDTAC. For Round 10.1, only eight jurisdictions submitted changes to the Round 10.0 Cooperative Forecasts. The Cooperative Forecasting program provides an opportunity – but not a requirement for jurisdictions to update their forecast. Changes in the forecasts could occur because of updates to small-area or comprehensive plans. Local jurisdictions could also update their forecasts to include changes in commercial and residential rezonings or changes in the amount, location, or market conditions.

Mr. Goodwin highlighted the change (Employment, Population, and Households) between Round 10.1 and Round 10.0 as “minimal”. The key takeaway approximately 1.0 million more jobs in 2050 (compared to 2020), approximately 1.4 million more people in 2050, and about 700,000 more households in 2050. At the regional level, the difference with Round 10.0 is again “minimal” – 3,200 more jobs forecasted in Round 10.1 compared to Round 10.0, 9,700 fewer people forecasted in Round 10.1, and 8,200 more households forecasted in Round 10.1 compared to Round 10.0. Jurisdictional level comparisons were included in the presentation but not covered in the discussion with the TPB Technical Committee members.

The Round 10.1 Cooperative Forecasts materials including the summary tables and TAZ level data will be posted on the COG website at the following link: [Cooperative Forecasts: Employment](#).

10. OTHER BUSINESS

Mr. Andrew Austin updated members on the TIP and said that everything should be sent to Mr. Austin by November 21.

Mr. Eric Randall updated the committee on DMVMoves, saying that the Task Force met last week and said that there will be a joint COG and Metro Board meeting on November 17 that discusses a resolution and plan for Metro's funding.

Tim Canan updated the committee on the Air Passenger Survey saying that staff aren't in the field conducting the air passenger survey. He said that it has been delayed because of the federal government shutdown and the impacts to air travel. TPB staff have been working with air travel partners and the decision has been made to postpone the data collection until the spring.

Ms. Amanda Lau shared a recap of the subcommittee report. She talked about the two subcommittees that met for the month of October.

Ms. Lyn Erickson provided a brief synopsis on the COG Office Renovation, explaining how the third and second floor are under construction and the rest of the Technical Committee meetings will be in the Kirby Training Center.

Ms. Lyn Erickson said that she has a draft of the 2026 Meeting Calendar year and will be sharing it in the November Transportation Planning Board Meeting.

There were no staff updates.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Brent Riddle – Fairfax County Starla Couso – NVTA David Edmondson – City of Frederick Daniel Koenig – FTA Leo Pineda – VDOT Mark Rawlings – District of Columbia Nick Ruiz – VRE Victor Weissberg – Prince George’s County Amy Garbarini – DRPT Chloe Delhomme – City of Manassas Corey Pitts – Montgomery County David Schilling – FTA	Douglas Smith – City of Gaithersburg Janine Ashe – FHWA Kari Snyder – MDOT Markus Tarjamo – Charles County Meagan Landis – Prince William County Rahul Trivedi – VDOT Regina Moore – VDOT Shannon Bacon – NVTC Christine Hoeffner – VRE
OTHERS / MWCOG STAFF PRESENT	
Lyn Erickson Kanti Srikanth Andrew Austin Sergio Ritacco Sara Brown Tim Canan Laura Bachle Rachel Beyerle Tom Harrington Katherine Rainone Marc Moser Daniel Sheehan Greg Goodwin	Mark Moran Janie Nham Charlene Howard Cristina Finch Jamie Bufkin Robert d’Abadie Eric Randall Feng Xie Ian Newman Pierre Gaunard Cherice Sansbury Amanda Lau Victoria Caudullo