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

March 18, 2026
Tim Davis, CAC Chair

The March meeting of the CAC was held virtually on Thursday, March 12. The committee received two briefings. The first was on freight planning and the second was on Continuous Airport System Planning. They also discussed DMVMoves updates and held their “Act Locally” round robin.

DMVMOVES UPDATES

Tom Harrington, TPB staff, gave the CAC an update on the progress of implementing DMVMoves, including status of the road show briefings, a legislative update, and next steps in work plan development. The CAC will be prepared to discuss the work plan at the April meeting. CAC members asked that TPB staff continue to communicate about expanding the outreach to other elected officials, including the ANC.

FREIGHT PLANNING AT TPB

Ceriann Price, TPB staff, presented an overview of the freight planning program that includes background on freight, modes of transportation, commodities, and freight planning activities that are carried out for the region.

Questions and comments included the following:

Regarding the corridor map of the freight routes, what do the designations mean? Does it have anything to do with truck size?

There are four different types of corridors in the National Highway Freight Program. Critical Urban Freight Corridors is one component on which the MPO and states coordinate. The map depicts which roads in our system are critical to freight. We have rural and urban routes. The State DOTs set the designation for rural routes, and we set the urban designations in coordination with the states.

Why aren't roads that feed freight into our area included in the plan, like Interstate 81?

TPB's freight plan includes the freight corridors that are within our jurisdiction. There are national routes that our planning area fits into. The national routes are designated by USDOT through the National Highway Freight Program. These routes can receive funding. The routes need to be within the MPO borders to be included in our freight plan.

The CAC expressed interest in the updates scheduled for the Freight Subcommittee, especially the impact of Long Bridge on freight. TPPB staff will reach out to VRPA to ask for updates to provide to the CAC.

CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

Olga Perez Pelaez presented a comprehensive overview of the Continuous Airport System Planning (CASP) program. The presentation outlined the program's purpose and objectives, summarized key activities, and reviewed major deliverables. The data collected in the different projects of the program is analyzed and provided to the airport planners to help them make informed decisions on various aspects of airport operations, such as parking access or transit expansions. The Regional Air Passenger Survey in particular helps inform the airports. The survey covers many questions, but the

main focus is ground transportation, travel modes, and how long it takes for people to get to and from the airport. The APS is starting next month. TPB staff urged CAC members to take the survey if they are approached by an interviewer. CAC members are most interested in the findings of the APS on transportation to and from the airports.

Questions and comments included the following:

Do the airports have differences in the mode of travel chosen to get there? For example, it looks like DCA has more public transit users.

Yes. Each airport serves unique markets. To over-generalize, Dulles International Airport serves the long-haul international market more than the other two. BWI has low cost carriers, and DCA has more business travelers, so the way people get to the airports varies in part because of that, and because of where they are physically located.

Regarding the distinction on single-occupancy-vehicle (SOV) travel made by ride-hailing services, why is that important? Aren't they all trips by SOV, with the same level of impact, except for maybe parking?

We started collecting data on Uber/Lyft during earlier surveys. It is an interesting trend that informs the data overall. We were able to observe the use of these ride-hailing services as they affect other modes, not just a decrease in taxi service, but as a possible mode shift. Compared to the last survey Uber/Lyft was the second largest share after private cars, and the share of Uber/Lyft actually doubled from 2017 to 2023. During the pandemic, every airport in the country experienced decreases in the number of trips using public transportation except for one, Dulles International Airport, due to the Silver Line opening up during that time.

Is this a good time to do the Regional Air Passenger Survey? People are not happy travelling right now.

We try to choose a time that reflects a relatively normal experience and mix of travelers. October is the preferred time to conduct data collection. However, due to the federal government shutdown, it was postponed. Spring is the period that best mirrors the normal patterns typically observed in October. There's always a possibility that the survey will occur during some sort of event that influences travelers. Since we do the survey routinely, these events should even out over the long run.

Do you track people down who decline to take the survey to ask them why?

No, we don't do that. The survey is a "gate intercept" survey, so it is a person who asks passengers permission to interview them. While the survey itself is web-based, it is typically completed at the airport in the presence of interviewers. We do track the number of passengers intercepted by the data collectors to calculate an intercept rate and compare it with the surveys completed, which gives us the response rate.

The CAC also held a brief discussion on the relationship between freight and airport systems planning.

Questions and comments included the following:

How do the Freight Plan and the Air Cargo Element Update relate? Does one inform the other?

Yes. Most air freight is moved by another mode for the first or last mile. Air freight, in general, tends to be a higher value and of less weight, so although the overall volume of air freight is lower proportionally, the value is very high. The type of freight also differs among the airports. Dulles tends to ship more international freight and mail, and BWI has more domestic freight and E-commerce,

particularly since it became a hub for Amazon. E-Commerce is an important growing factor that interconnects air transportation with trucks and influences freight planning. Even though the Air Cargo Element Update is part of the CASP program, it consults the Freight subcommittee to make sure the data collected is relevant to the Freight Plan.

“ACT LOCALLY” ROUND ROBIN

Members continue to be active in several transportation initiatives around the region, including speaking out about the problem of bus riders not paying a fare in DC, holding forums with the Metropolitan Washington Airports Authority, weighing in on local transportation budgets, participating in the Urban Land Institute’s TAP programs, working on redevelopment of the Rhode Island Avenue corridor, and participating in planning for the removal of street cars on H Street. TPB staff offered to share materials for any CAC members who are interested in participating in tabling events in their jurisdictions.

ATTENDANCE

Tim Davis, Chair
Daniel Papiernik, Vice Chair
Ra Amin, Vice Chair
Martha Fedorowicz
Heather Gaona
Dan Hardy
Kevin Jiang
Madeline Kaba
Jeff Parnes
Lorena Rios
Gail Sullivan

Staff
Laura Bachle
Lyn Erickson
Rachel Beyerle
Amanda Lau
Cristina Finch
Ceriann Price
Olga Perez Pelaez
Kenneth Joh
Janie Nham
Thomas Harrington
Timothy Canan
Zhuo Yang