

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT TO THE TPB

February 18, 2026
Tim Davis, CAC Chair

The February meeting of the CAC was held virtually on Thursday, February 12. This was Tim Davis' first meeting as the new chair. The CAC discussed DMVMoves, work planning for the year ahead, and received a briefing on the State of the Commute and the Commuter Connections Work Plan. They also held their "Act Locally" round robin.

DMVMOVES UPDATES

Members continue to be interested in tracking implementation of the initiative. In particular, keeping tabs on when meetings are scheduled with their locally elected and appointed officials so that they might support the outreach. For DC, outreach to ANC commissioners is important. CAC members include two ANC members. They are happy to assist with scheduling a briefing.

CAC WORK PLANNING DISCUSSION

Following up from last month's discussion, items on the work plan of interest to the CAC include continued coordination on DMVMoves implementation, updating several plans, including the regional bicycle and pedestrian plan, the regional freight plan, the Coordinated Human Services Transit Plan, and the TPB Participation Plan. Also in the UPWP, members are interested in the safety reporting and the performance-based planning report. Members would like to hear an update from MWAA on airport planning, TAP, TLC and complete streets programming (including a peer exchange on best practices) and Transportation Reauthorization. Members also noted this is the time when the CAC holds their bi-annual meeting with elected and appointed officials to share their transportation priorities. Staff will continue to work on scheduling timely briefings and discussion on as many of these topics as possible.

"ACT LOCALLY" ROUND ROBIN

Members continue to be active in several transportation initiatives around the region, including tracking legislation on land value return for transit, participating in regional forums such as the American Council of Engineering Companies of Metropolitan Washington (ACEC-MW), the Committee for Dulles Master Plan, Safe Routes to School activities, participation in the ANC Vision Zero Caucus, and riding the bus more.

2025 STATE OF THE COMMUTE SURVEY RESULTS

TPB staff presented results from the 2025 State of the Commute survey, conducted every three years, to assess regional commuting trends. Findings inform implementation decisions for the TPB's regional Commuter Connections transportation demand management program. Members found many findings interesting, including how respondents farther from their work destination were also the least likely to telework, and the "split-site" workdays in which commuters spend less than a full work day in the office with the balance working at home.

Questions and comments included the following:

Regarding the federal return to work mandate and its effect on telework, is it possible there was some over-sampling of federal workers that may have skewed the results for 2025?

It's a good observation. There is more analysis to be done on the dataset, and this is a good question to take back to the team and examine further.

Is it possible that the timing of this survey influenced the results? It coincided with a lot of change on the federal workforce.

Possibly, yes. The timing spanned overlapping lay-offs and return-to-work mandates. Respondents who received a postcard to participate were supposed to be screened out if they were not employed, but there was a period where their status was in flux, so this may have had an effect on the results.

How does our region compare nationally? Are these trends resonating in other locations?

We don't have those comparisons other than commute time. We now have the second longest average commute time, right behind the New York metropolitan area. It's interesting that the average commute times have remained relatively the same given our overall growth as a region. Commuting is only one component of transportation, so the upcoming Regional Travel Survey will be important to fill out the entire picture. Regarding split-site commuting, the research is still new, but that apparently is a trend nationally.

Regarding the finding about transit riders prioritizing comfort over cost, this is concerning because may it be possible that transit costs may go up?

The finding is interesting. Commute costs historically have been the leading concern among respondents. We could speculate that the new landscape of commuting hasn't quite settled in, and perhaps people aren't acknowledging the cost of commuting yet.

Regarding carpools and vanpools, is it possible to examine satisfaction differences for respondents in Virginia and Maryland? It would be interesting to understand if the differences in HOV/HOT/Express Lane networks in each state may influence commute satisfaction. Could this be due to the availability of the high occupancy toll lanes?

It's an interesting question. We may be able to parse the information to see what factors influence the slightly higher number among Virginia respondents. We will examine this and the other questions raised when we dig deeper into the data.

Regarding the finding about workers further out being less likely to telework, that's is surprising. Any thoughts on why?

There is more information to be examined on this finding. Incidentally, it may be that there are more federal workers living further out, so the return-to-work mandate disproportionately impacted the more remote areas.

COMMUTER CONNECTIONS WORK PROGRAM

The committee was briefed on the draft Commuter Connections Work Program (CCWP) for FY 2027. The CCWP is an annual statement of work that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals in the non-attainment area. The TPB will be asked to approve the FY 2027 CCWP at its March 18 meeting. TPB staff touched on the many programs and resources that make up the CCWP, reflecting on how the work plan is responding to the State of the Commute survey results. Members were polled about their use of the various Commuter Connections programs and tools.

Questions and comments included the following:

Regarding the Commuter Connections budget and Level of Service, has it remained the same or fallen back since 2019?

There is a year-over-year slight decrease in the budget to right-fit the programs. The proposed budget is 35% greater than the most recent pre-pandemic budget (FY 2020).

ATTENDANCE

Tim Davis, Chair

Daniel Papiernik, Vice Chair

Ra Amin, Vice Chair

Martha Fedorowicz

Dan Hardy

Kevin Jiang

Madeline Kaba

Jeff Parnes

Lorena Rios

Rick Rybeck

Gail Sullivan

Staff

Laura Bachle

Lyn Erickson

Rachel Beyerle

Amanda Lau

Cristina Finch

Daniel Sheehan