



CHANGING REGIONAL COMMUTING PATTERNS

At its May 15 meeting, the Transportation Planning Board (TPB) received a briefing on changes in regional commuting patterns and shifts in single occupant vehicle (SOV), carpool, transit and biking commuting modal shares since the Household Travel Survey was conducted in 2007/2008.

The greatest increases in commuting flows between 2000 and 2011 were workers commuting to jobs within their jurisdiction of residence. Robert Griffiths of TPB staff, who conducted the briefing, said that “there are advantages in terms of having workers live close to their jobs in terms of reducing overall travel in the region.” All of the region’s jurisdictions added workers to their resident populations between 2000

and 2011. According to Griffith’s briefing, about 90 percent of new workers who live in the District also work in the District, illustrating that “live near your work” is becoming more common.

Regionally, between 2000 and 2011, commuters driving alone in single occupant vehicles—or SOVs—declined slightly from 67 percent to 66 percent, while workers commuting in carpools and vanpools declined significantly from 13 percent to 10 percent. Most of the observed decrease in carpooling occurred between 2000 and 2007 and was also seen in the TPB Household Travel Survey and the Commuter Con-

(Continued on page 4)

TPB RECOGNIZES CITIZEN LEADERS

At its May 15 meeting, the Transportation Planning Board recognized 22 citizen leaders from throughout the region who participated in the 11th installment of the TPB Community Leadership Institute, or CLI, which was held on April 25, April 30, and May 4. The CLI is a leadership development course for citizens who are invested in enhancing their understanding of regional transportation planning so that they may become more influential in the decision-making process.

Three of the 22 graduates attended the May 15 TPB meeting and participated in a certificate ceremony

(Continued on page 2)



TPB Chair Scott York Presents Certificates to Graduates of the TPB Community Leadership Institute. L-R: Kathy Lizotte, Cherian Eapen, Stephen Brimer, Chair York.

Upcoming meetings and items of interest:

TPB Meeting: June 19, 2013

- Briefing on the Draft 2013 CLRP
- Briefing on the Draft Air Quality Conformity Assessment of the 2013 CLRP and FY2013-2018 TIP

Inside this issue of TPBnews:

- 2 Upcoming June Agenda Items
- 3 TPB Receives Update on Green Streets
- 5 TPB Hears Update on Regional Priorities Plan
- 5 Other May TPB Item

TPB RECOGNIZES CITIZEN LEADERS

(Continued from page 1)

that recognized their completion of the CLI. Stephen Brimer, who participated in the CLI and lives in The City of College Park, addressed Board members and provided his perspective on the program: “It was great to meet a lot of citizen leaders from around the region,” Brimer said. “What CLI helped me understand is that [transportation] issues require a lot of time, planning, and input not only from elected officials and various government agencies, but also from all of us...We all need to do this together if we're going to make this region thrive economically.” Brimer reflected.

The CLI spans three interrelated workshops that occur over the course of a week and a half. The curriculum includes a combination of experiential learning role-play exercises, map-based group activities, and complementary presentations—all of which encourage participants to grapple with the complexities of regional growth, transportation investment, land-use challenges, and financial constraints. Facilitated by Kathy Porter, who currently sits on the WMATA board and formerly served as Chair of the TPB and as Mayor of the City of Takoma Park, the CLI is a program that informs the region's local leaders so that they may get involved in the transportation decision-making process wherever and whenever it occurs.



Stephen Brimer, a CLI Graduate, spoke to Board members about his positive experiences participating in the program.

The 22 graduates of this past spring's CLI join nearly 200 alumni who have participated in the program since its inception in 2006. Alumni remain connected with each other and to the TPB through the recently established CLI Alumni Network. The Network fosters connections between the TPB and community leaders who have graduated from the CLI in order to promote regional approaches among citizen groups, and encourages CLI alumni to serve as “TPB Ambassadors” by providing educational and networking opportunities.

For more information on the CLI, visit www.mwcog.org/cli. ♦

UPCOMING JUNE AGENDA ITEMS

The June 19 TPB Meeting is expected to include the following:

- Approval of CY2013 Projects for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA).
- Briefing on the Draft 2013 CLRP.
- Briefing on the Draft Air Quality Conformity Assessment of the 2013 CLRP and FY2013-2018 TIP.
- Briefing on the Draft Outline of the TPB Regional Transportation Priorities Plan (RTPP).
- Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: www.mwcog.org/transportation/tpb. ♦

“We all need to do this together if we're going to make this region thrive economically.”
- Stephen Brimer, Graduate, Community Leadership institute

GREEN STREETS POLICY UNDER CONSIDERATION

At its May 15 meeting, the TPB received a briefing on preliminary plans to consider a regional Green Streets policy. Generally defined as streets that use landscaping, trees, and related design elements to capture and filter stormwater runoff, Green Streets provide an environmental benefit of capturing rain and using it as a resource, rather than discarding it wastefully.

The suggestion to develop a regional Green Streets policy came to the TPB's attention at its December 19, 2012 meeting, when the Board received a request from the Anacostia Watershed Restoration Partnership to adopt such a policy. The TPB followed up on this idea by hosting a stakeholder workshop on Green Streets on April 8, which featured presentations from the Environmental Protection Agency, the Philadelphia Water Department, and several jurisdictions from the region. More than 90 agency staff and other participants attended the workshop to discuss current policies and practices.

Participants in the workshop reviewed ways to use landscaping and design measures to mitigate stormwater runoff and flooding as a cost effective alternative to traditional engineered solutions. Investing in green street infrastructure also has additional benefits such as improved water supply, streetscape beautification, and enhanced property values.

In response to the staff briefing, Chairman York said that he would like to gain a better understanding about the ways in which green streets can save money and improve water quality throughout the region. Accordingly, TPB staff will compile current and best practices and develop options for regional approaches to a Green Street Policy, and bring this information before the TPB. Said Chair York: "I look forward to the opportunity to go through this, because I see the opportunity through the Green Streets program to develop a more attractive community." ♦

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TPB terminology

AFA	Access for All Advisory Committee
ARRA	American Recovery and Reinvestment Act of 2009
CAC	Citizens Advisory Committee
CLRP	Constrained Long-Range Transportation Plan
COG	Metropolitan Washington Council of Governments
DDOT	District Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MCDOT	Montgomery County Department of Transportation
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
NVTA	Northern Virginia Transportation Authority
RTPP	Regional Transportation Priorities Plan
TIP	Transportation Improvement Program
TPB	Transportation Planning Board
UPWP	Unified Planning Work Program
VDOT	Virginia Department of Transportation

COMMUTE PATTERN CHANGES

(Continued from page 1)

nections State of the Commute Survey.

The greatest increases in drive alone/ SOV commuting flows were from Loudoun, Prince William, and Montgomery counties. Jonathan Way, who represents Manassas on the Board, noted that figures for the “single-occupant vehicle do not seem to have changed materially at all.” Way wondered if that finding “might raise the priority of congestion mitigation in the Regional Transportation Priorities Plan, because it's obvious that the history suggests it's going to continue to be a major problem.”

Chris Zimmerman, who represents Arlington County, said he had a different reaction to the findings, particularly related to transit: “What is striking in particular about the increases in transit and other modes is not the investments we've made, but the investments we haven't made,” Zimmerman said. He added that commuters are choosing transit even though there have been very few improvements made to the transit network, and wondered what would happen to the modal split if the region made significant investments in transit.

TPB Chair Scott York, who represents Loudoun County, added to Zimmerman's comment that it will be “interesting to see in a few years how the numbers have changed, particularly the impact that transportation investment will have once rail opens in Loudoun County.”

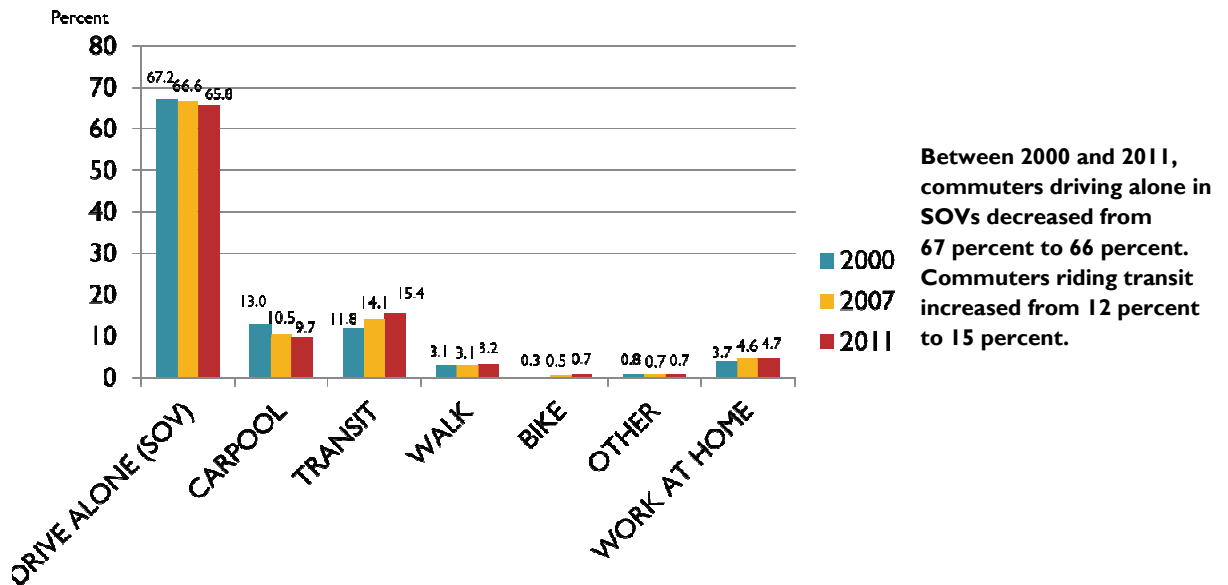
The decline in carpooling was offset by an increase in transit commuting from 12 percent to 15 percent. The total number of regular transit commuters in the region increased by about 162,000, or 30 percent, between 2000 and 2011, and almost half of the observed increase in transit commuting occurred since 2011. The greatest increase in transit commuting was for workers who both lived and worked in the District.

The percentage of workers who worked at home also increased slightly from about 4 percent to 5 percent, but the change in other modes of commuting was negligible. The District, Arlington, and Alexandria had the highest percentage of workers who walked to work. Additionally, bike mode share has increased significantly in the District, Arlington, Alexandria, and Montgomery since 2000. About 60 percent of the increase in

(Continued on page 5)

It will be “interesting to see in a few years how the numbers have changed, particularly the impact that transportation investment will have once rail opens in Loudoun County.”
- Scott York, TPB Chair

Commute Mode Share in the Region



CHANGES IN COMMUTE PATTERNS

(Continued from page 4)

bike commute mode share was by workers who both lived and worked in the District.

Federal workers had the greatest increase in the transit commute mode share and the greatest decrease in the carpool commuting mode share between 2000 and 2011. According to the 2010 State of the Commute, about 80

percent of the Federal workers in the region are offered a \$240/month transit subsidy benefit.

The changes in regional commuting patterns are based on analysis of recent journey to work data collected in the American Community Surveys conducted by the US Census Bureau. ♦

TPB RECEIVES UPDATE ON REGIONAL PRIORITIES PLAN

For the past three years, the TPB has been working on the development of a Regional Transportation Priorities Plan, or RTPP, that identifies near-term, ongoing, and long-term regional strategies that offer the greatest potential for addressing regional challenges and that the public can support. At the May 15 TPB meeting, the Board received an update on progress.

Ron Kirby of TPB staff reviewed the content of a web-based public opinion survey that is currently underway. The survey will seek opinions from a random sample of 600 members of the general public in order to learn about challenges that are the most important, and strategies that people think would best address these challenges. The range of challenges presented in the survey relates to six specific goals, which include things like providing comprehensive transportation options for everyone and promoting a strong regional economy that includes dynamic activity centers. Proposed strategies for addressing these challenges are divided into near-term, such as bicycle and pedestrian amenities; ongoing, such as metro and highway maintenance; and long-term, such as concentrated growth with more transit capacity.

Ms. Tregoning, who represents the District Office of Planning, commented that the benefits of some of the strategies – particularly concentrated growth with more transit capacity – results directly from changing land use. “We’re fortunate to be one of those regions in the country that continues to enjoy steady growth,” Tregoning said. “I would love to see one of these strategies look

at changing land use and nothing else, so that we would be able to see what that produces and not have it conflated with any other type of investment.”

Mr. Kannan, who represents WMATA, commended the effort so far, stating that he was pleased that the survey included a strategy of concentrated growth and more transit capacity. “It seems like this is a logical next step from the Aspirations Scenario that was presented to this Board [in April],” Kannan said.

Mr. Way, who represents Manassas, was particularly intrigued by the survey and its potential to explore the opinions of Board members. “In order for us to know how well the TPB reflects the opinions and priorities of our citizens, it might be interesting to have a separate, but parallel, exercise done by all of the TPB members themselves,” Way said.

TPB staff will bring an outline of the RTPP before the Board at its June 19 meeting. Once the survey results are compiled, the TPB will host a work session in July to review the draft Plan, which will then be presented to the Board at its July 17 meeting. Following the July 17 meeting, there will be a public comment period that includes additional engagement of stakeholders such as the TPB Citizens Advisory Committee. The RTPP is expected to be completed and presented to the Board at the September 18 TPB meeting. ♦

OTHER MAY TPB ITEM

The TPB’s May 15 meeting also included the approval of Resolution R14-2013 to update projects and funding in the District of Columbia section of the FY2013-2018 TIP. ♦

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CALENDAR OF EVENTS

All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., N.E. (Enter from 1st St., N.E.).

June 2013

- 7 Technical Committee (9 am)
- 7 Steering Committee (noon)
- 13 Citizens Advisory Committee (6 pm)
- 18 Commuter Connections Ridematching Committee (10 am)
- 18 Regional TDM Marketing Group (noon)
- 18 TDM Evaluation Group (2 pm)
- 19 Transportation Planning Board (noon)**
- 25 Regional Bus Subcommittee (noon)
- 26 Regional Taxicab Regulators (RTR) Task Force (1 pm)
- 28 July Technical Committee (9 am)
- 28 July Steering Committee (noon)

July 2013

- 10 Car Free Day Meeting (10 am)
- 11 Citizens Advisory Committee (6 pm)
- 16 Employer Outreach Committee (10 am)
- 16 Commuter Connections Subcommittee (noon)
- 16 Bicycle and Pedestrian Subcommittee (1 pm)
- 17 Transportation Planning Board (noon)**
- 19 Travel Forecasting Subcommittee (9:30 am)
- 23 Regional Bus Subcommittee (noon)
- 25 Aviation Technical Subcommittee (10:30 am)
- 25 Access for All Advisory Committee (noon)

September 2013

- 6 Technical Committee (9 am)
- 6 Steering Committee (noon)
- 11 Bike to Work Day Steering Committee (10 am)
- 11 Car Free Day Steering Committee (11:30 am)
- 12 Citizens Advisory Committee (6pm)
- 17 Regional TDM Marketing Group (10am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle and Pedestrian Subcommittee Meeting (1 pm)
- 17 Commuter Connection Ridematching Committee (2 pm)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)

Dates and times subject to change.
Please visit our website at
www.mwcog.org
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This document is available in alternative formats upon request. Please contact Sarah Crawford at (202) 962-3237, scrawford@mwcog.org, or (202) 962-3213 (TDD). Please allow seven working days for preparation of material.

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