

HANDOUTS

from previous meeting



March 16, 2010

**Commuter Connections Strategic Plan Update
December 18 2009**

ITEM # 4

- March Obtain final approvals from TPB Technical Committee and TPB
 - May Give status report to Commuter Connections Subcommittee
Send funding commitment letters to funding agencies and identify any adjustments that need to be made to the TIP
 - June Implement TIP funding changes, if needed
Obtain funding commitment letters from state funding agencies
 - July Fiscal year begins and work plan is implemented
- Committee Structure**

The table below outlines the committee structure and meeting times:

Committee/Purpose	Members	Meeting Time
State TDM Work Group An oversight group that provides administrative and programmatic oversight of the core program elements in the CCWP.	State funding agency representatives and COG/TPB senior staff.	Every month or every other month, first Tuesday, 11 AM – 1 PM
Commuter Connections Subcommittee Provides overall technical review of regional TDM program services.	General Commuter Connections, as well as marketing and GRH (former , GRH Ad-Hoc group, and High Tech Ad-Hoc Group)	Every other month (January, March, etc.), third Tuesday, noon – 2 p.m.
Regional TDM Marketing Group Provides exchange of TDM marketing and promotional information and coordination of regional advertising and marketing campaigns.	Regional marketing working group comprised of members from the Commuter Connections network, transit agencies, TMA's and others interested in regional TDM marketing information.	Every quarter (Sept, Dec, March, and June), third Tuesday of the month at 10 a.m.
Marketing Planning Work Group Working group composed of member from the Commuter Connections Subcommittee to work with the marketing contractor on the regional campaigns.	Volunteer members from the Regional TDM Marketing Group	Twice yearly, in fall and spring to plan upcoming campaign, plus other meetings as needed
Commuter Connections Ridematching Committee Provides technical review of regional ridematching system and overall network policies and procedures	All ridematching agencies and organizations that are Commuter Connections ridematch system members (previously known as Commuter Connections Operations Center	Every quarter (January, April, etc.), third Tuesday, 10 AM-noon; other meetings as needed during development and implementation of web-based ridematching system

**Commuter Connections Strategic Plan Update
December 18 2009**

	Subcommittee)	
TDM Evaluation Group Provides overall direction and review of regional TDM Evaluation project methodology and results	Volunteer members from the Commuter Connections Subcommittee	As needed
Employer Outreach Committee Provides input and review of Employer Outreach efforts in the region.	Former Employer Outreach Ad-Hoc Group, TMA Advisory Group and Telecommuting Ad-Hoc group members	Every quarter (July, Oct, Jan, April), third Tuesday, 10 AM-noon
Bike to Work Day Steering Committee Organize Bike to Work Day	Comprised of local pit stop managers and colleagues as well as other interested bicycling enthusiasts	Five meetings prior to event in May beginning in September. Meets the 2 nd Wednesday every other month.
Car Free Day Steering Committee Organizes Car Free Day	Comprised of local jurisdiction, federal agency, TMA representatives and other interested organizations.	Three meetings prior to event in September followed by one post event meeting in October. Meets the 2 nd Wednesday in the meeting month.

It may be possible to allow some participation in meetings via conference call. Six lines are currently available.

**Commuter Connections Strategic Plan Update
December 18 2009**

Meeting calendar for 2010, showing the Tuesdays and Wednesdays of each week:

Jan.	12	State TDM	Feb. 9	State TDM	Mar. 9	State TDM	
	13	Bike to Work				10	Bike to Work Car Free Day
	19	Employer Outreach CC Subcommittee TDM Evaluation				16	Ridematching CC Subcommittee Regional TDM Marketing
	19						

Apr.	13	State TDM	May 11	State TDM	Jun. 8	State TDM		
	20	Employer Outreach		12		Bike to Work Car Free Day	15	Ridematching Regional TDM Marketing TDM Evaluation Group
				18		CC Subcomm		
				23				
			30					

Jul.	13	State TDM	Aug. 1		Sep. 14	State TDM		
	14	Car Free Day		8			8	Bike To Work Car Free Day
	20	Employer Outreach CC Subcommittee		15			21	Regional TDM Marketing CC Subcomm Ridematching
	25			22				
			29					

**Commuter Connections Strategic Plan Update
December 18 2009**

Oct.		Nov. 9	State TDM	Dec.	
12	State TDM	10	Bike To Work	14	State TDM
3	Car Free Day	16	CC Subcomm	21	Ridematching Regional CC Subcommittee TDM Marketing
19	Employer Outreach	28		26	
31					

12. Deliverables

12.1. Internal Reports

- **Commuter Connections program effectiveness summary**

Provide activity summary report with quarterly invoice. Summary report should include:

- Status of action items
- Future action items
- Suggestions for changes
- If any, complaints from customers and funding agencies
- Regional trends
- Status of working groups
- Breakdown of expenditures (Further discussion is required on the level of detail to be provided. In general, it should be sufficiently detailed so that expenditures can be tracked by program, perhaps by major categories.)
- **Commuter Operations Center quarterly summary report**
- **Guaranteed Ride Home quarterly summary report**
- **Marketing quarterly expenditures report**
- **Employer Outreach quarterly report, to include ACT database and telework**
- **InfoExpress Kiosks utilization available on request**
- **Marketing Plan**
- **Campaign Marketing Plan**
- **Annual work program, including program goals and objectives**

**Commuter Connections Strategic Plan Update
December 18 2009**

State funding agencies need to determine if their contractual arrangements allow quarterly reporting; some contracts may specify monthly reports with invoices. If this is the case, perhaps a shorter form of the quarterly report could be developed that would keep within contractual obligations but provide less detailed information.

12.2. External Reports

- **State of the Commute Survey Results (every three years)**
- **Trip and emissions reduction annual report (TERMs)**

This should include cost effectiveness, and should be prepared at the interval necessary to meet federal requirements

- **Other reports as needed**

Update on the Congestion Management Process (CMP)

Commuter Connections Subcommittee

March 16, 2010

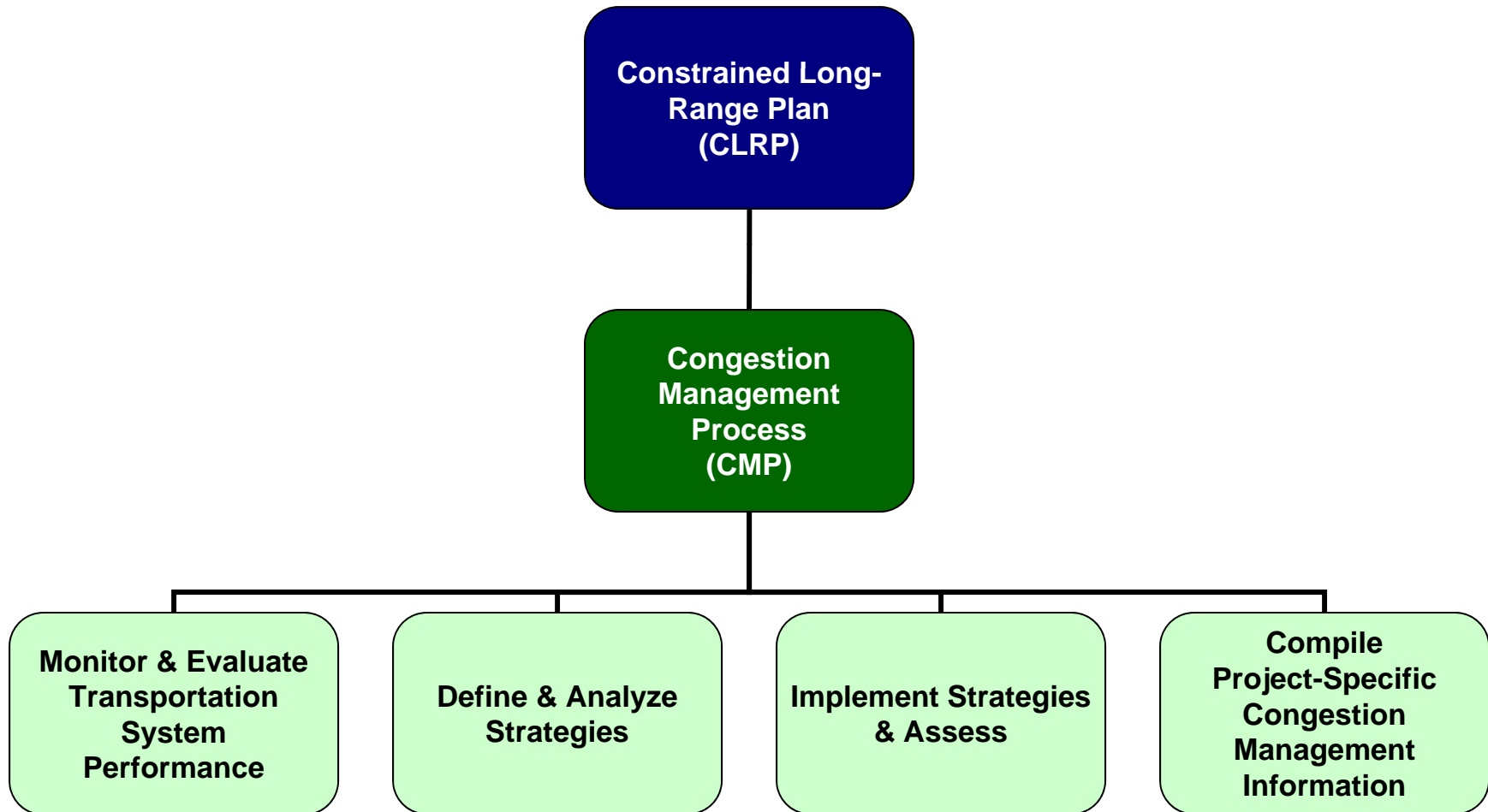
Andrew Meese

National Capital Region Transportation Planning Board (TPB)

What is CMP

- A Congestion Management Process (CMP) is a federal requirement in metropolitan transportation planning
 - Identify congestion, develop and select appropriate strategies to reduce congestion.
 - No capacity expanding project can receive federal funds unless it shows that the CMP has been considered.

CMP components



Three major CMP activities

- CMP component of the CLRP
 - www.mwcog.org/clrp/elements/cmp
 - Identify congestion in the region
 - Develop and document a process describing how congestion management is considered at critical stages in the metropolitan transportation planning process
- Congestion Management Documentation Forms for the CLRP and TIP
 - Supporting CMP reference material
 - Reviewed and accepted by Travel Management Subcommittee and TPB Technical Committee
- **CMP Technical Report**
 - Supporting technical background document to the CMP

CMP Technical Report

- Previous release: 2008 CMP Technical Report (June, 2008), available @ http://www.mwcog.org/commuter2/pdf/2008_CongestionManagement_Process.pdf
- Schedule for the **2010 CMP Technical Report**
 - February: Preliminary draft finished
 - Now: under internal review and revising
 - March/April: review by Travel Management, MOITS, and Commuter Connections subcommittees
 - May: TPB Technical Committee review
 - June: Final report release

What will be new in the 2010 CMP Technical Report

- Updates on monitoring and evaluating transportation system performance
 - Newly available private sector traffic data and analysis
 - Newly available Household Travel Survey and Regional Bus Survey data
 - Updated data
 - Regional Transportation Data Clearinghouse
 - Updated freeway (aerial photography-based) and arterial (floating car-based) congestion monitoring reports
 - Safety information
- Updates on defining and analyzing strategies
 - Update information as necessary on longstanding strategies
 - e.g. HOV, public transportation, management and operations
 - New bike sharing programs
- Updates on implementing and assessing strategies
 - Commuter connections surveys
 - Updated TERM analyses
- Updates on compiling project-specific congestion management information
 - Updated CMP documentation from the CLRP Call for Projects

Update on local TDM strategies

- Memo for requesting updates: sent out at January 2010 Commuter Connections Subcommittee meeting
- Received two comments, one from VDOT and the other from Fairfax County Department of Transportation
- New inputs still welcome
- We will be moving ahead with the information we have soon

Congestion monitoring in the National Capital Region

- TPB freeway aerial photography survey
 - 300+ centerline miles of freeways surveyed every 3 years
 - Spring 2008 survey report: http://www.mwcog.org/store/item.asp?PUBLICATION_ID=354
- TPB arterial floating car travel time studies
 - 400+ miles of arterials surveyed every 3 years
 - FY2009 study results: <http://www.mwcog.org/uploads/committee-documents/aF5bVlpc20090920152341.pdf>
- **I-95 Corridor Coalition (INRIX, Inc.) traffic monitoring**
 - 200 centerline miles of freeways and 190 centerline miles of arterials in TPB member jurisdictions
 - GPS-probe data
 - Continuous monitoring (24/7/365)

Travel Time Index

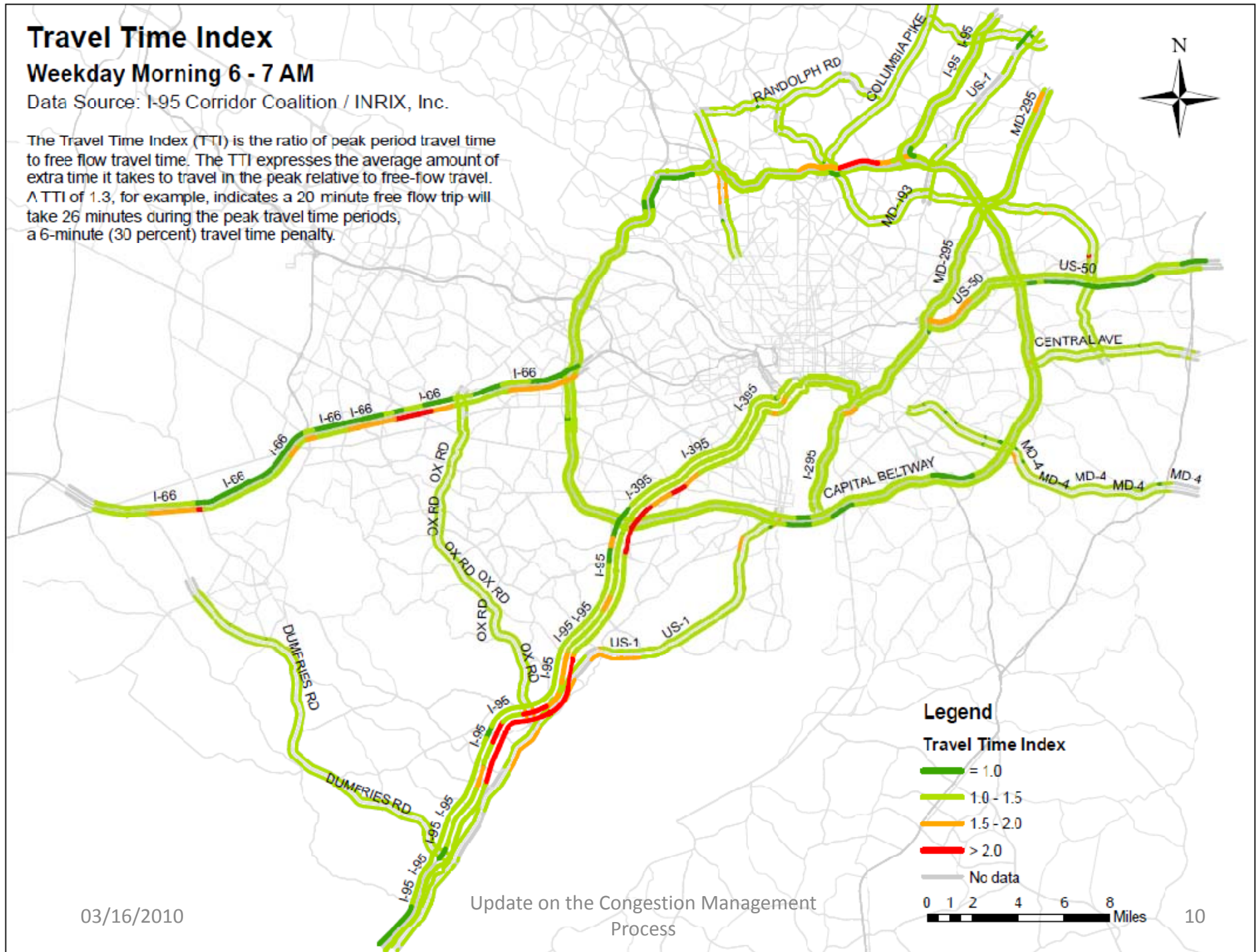
- Travel time index = actual travel time / free-flow travel time
- The travel time index expresses the average amount of **extra time** it takes to travel relative to free-flow travel

Travel Time Index

Weekday Morning 6 - 7 AM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

The Travel Time Index (TTI) is the ratio of peak period travel time to free flow travel time. The TTI expresses the average amount of extra time it takes to travel in the peak relative to free-flow travel. A TTI of 1.3, for example, indicates a 20 minute free flow trip will take 26 minutes during the peak travel time periods, a 6-minute (30 percent) travel time penalty.



03/16/2010

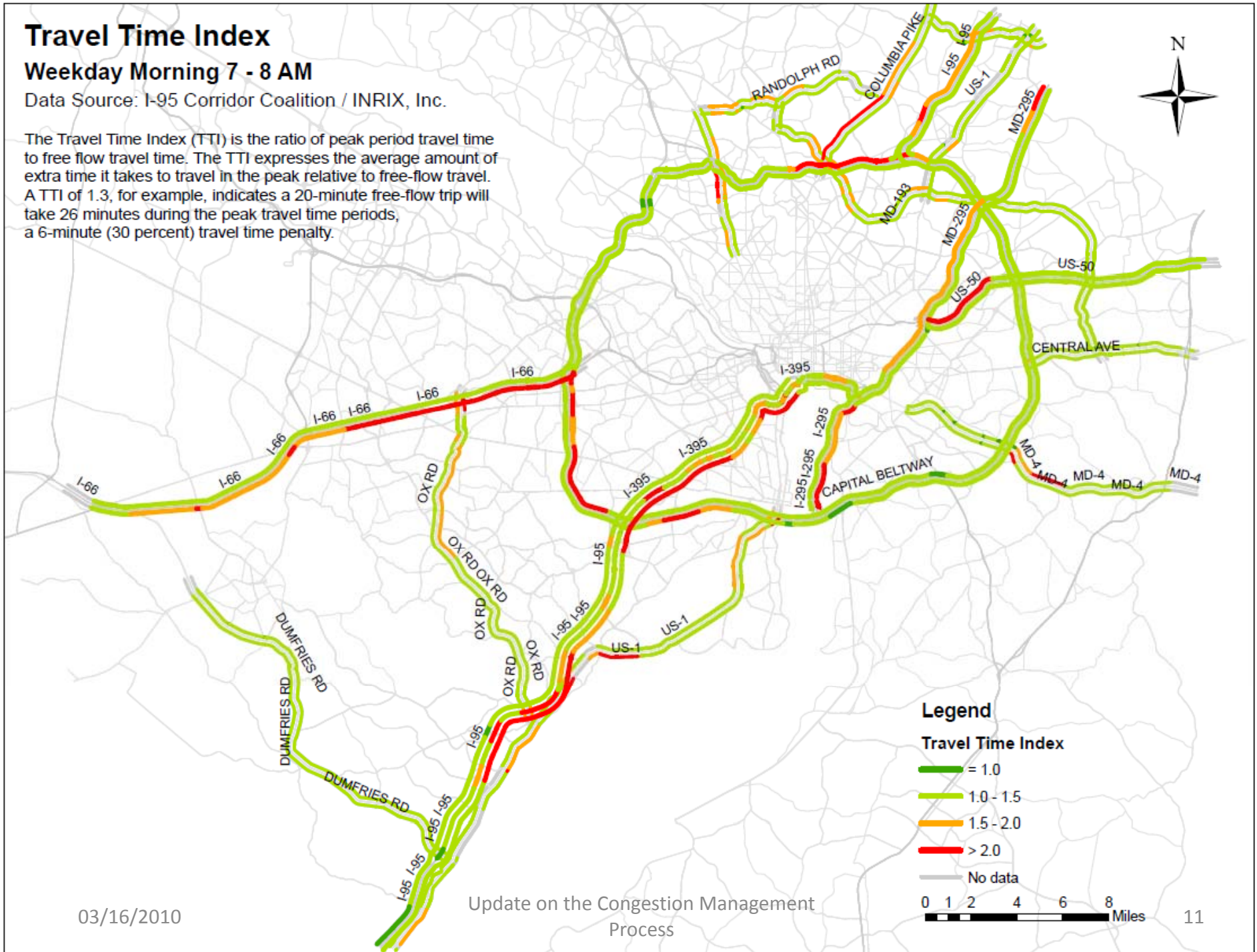
Update on the Congestion Management Process

Travel Time Index

Weekday Morning 7 - 8 AM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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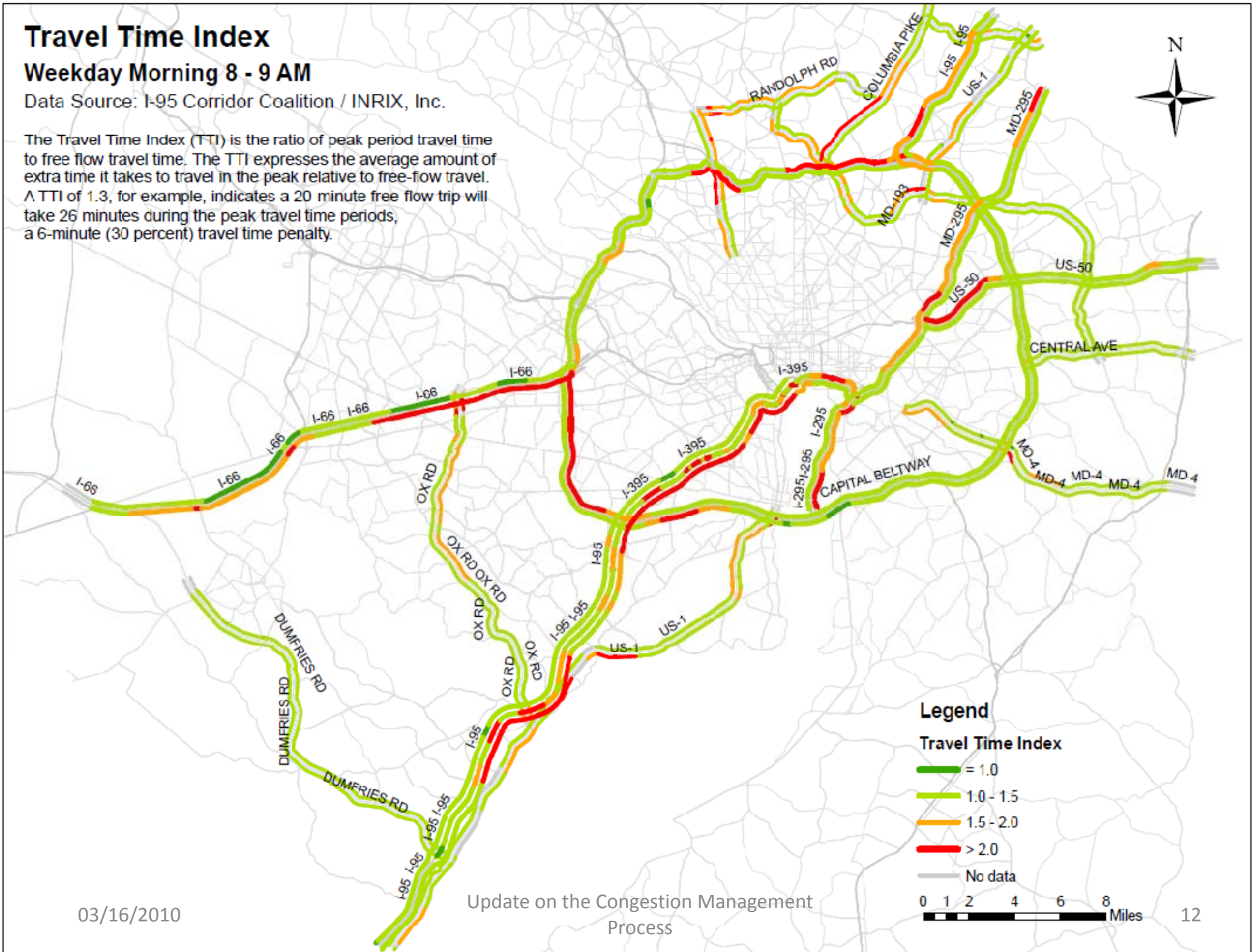


Travel Time Index

Weekday Morning 8 - 9 AM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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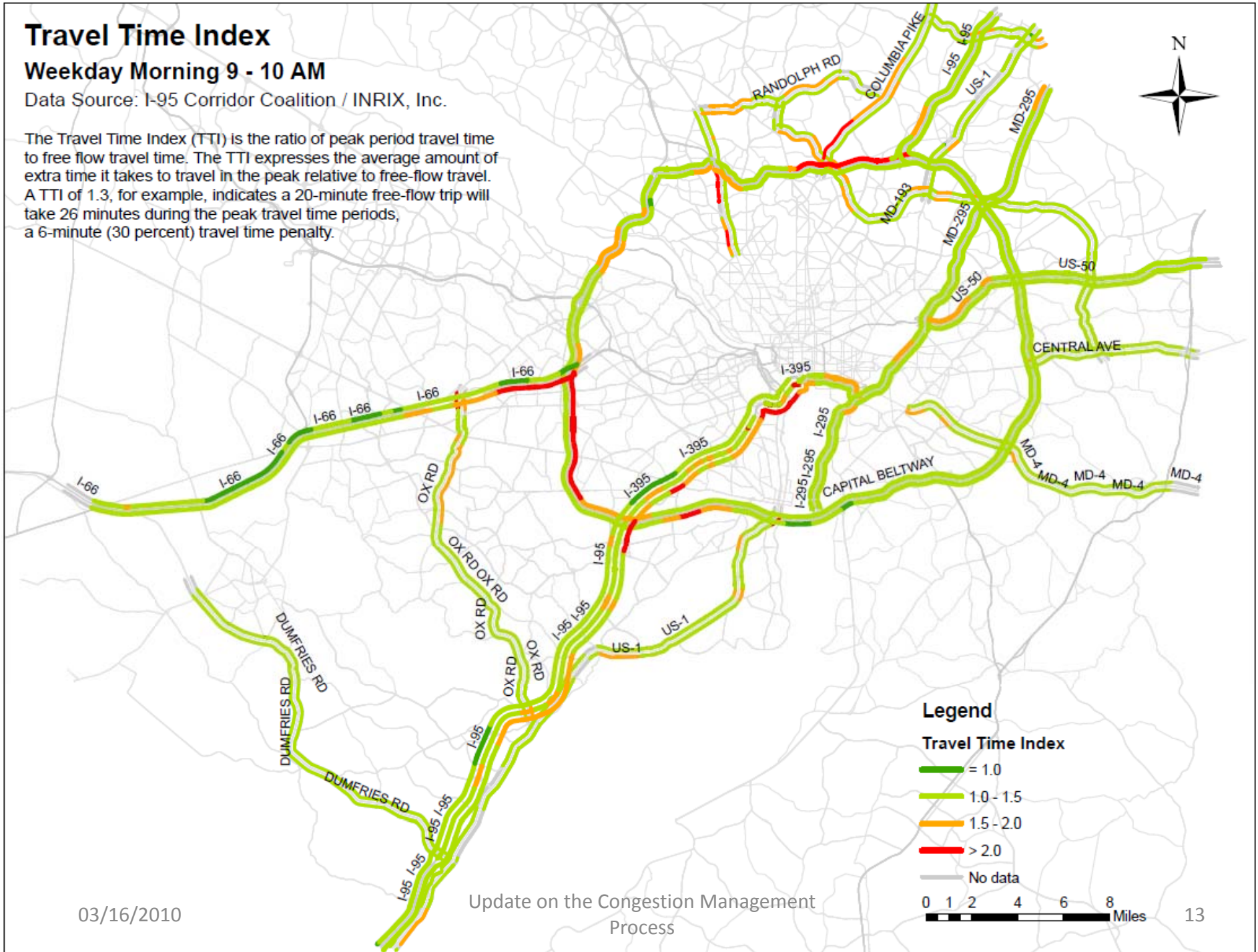


Travel Time Index

Weekday Morning 9 - 10 AM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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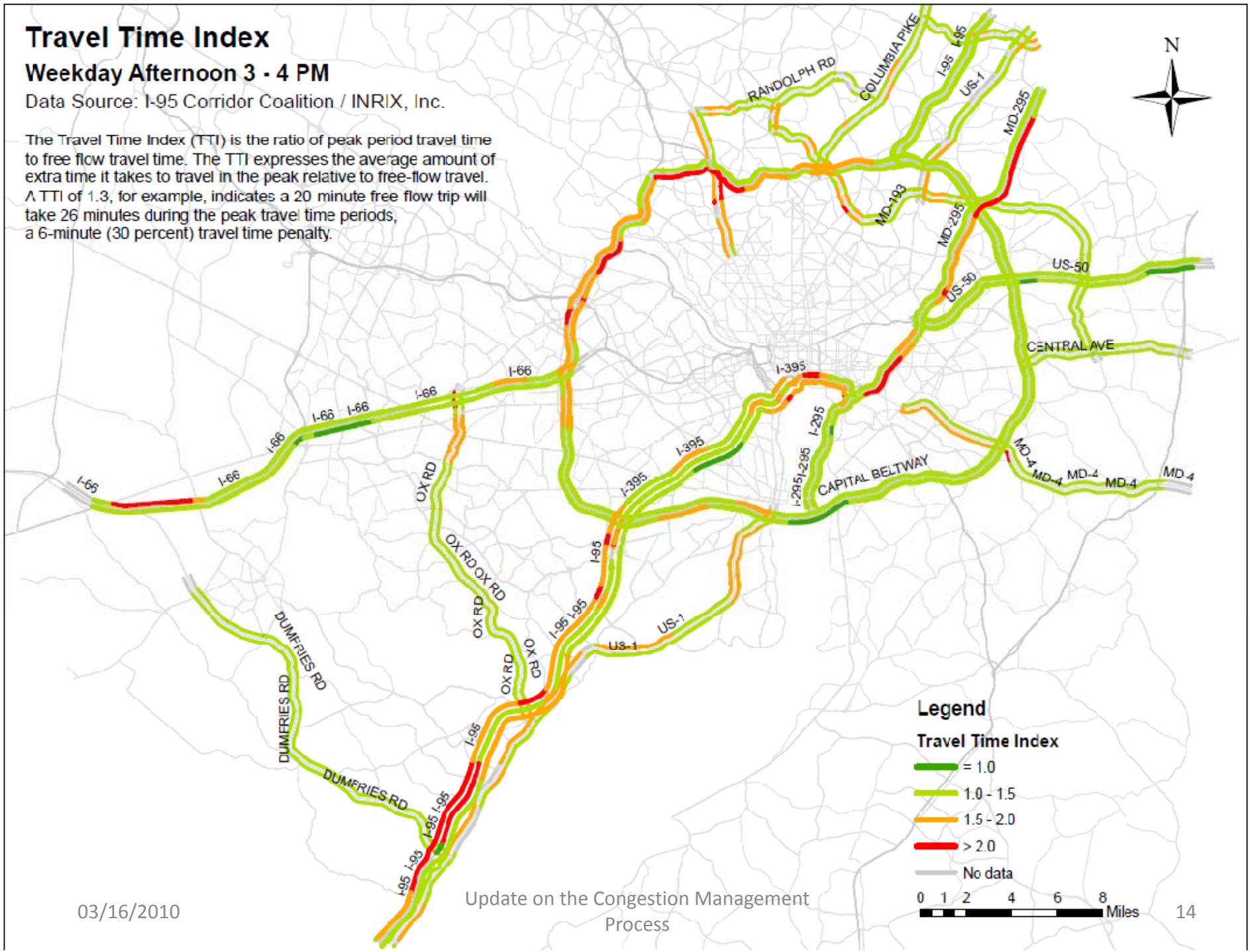


Travel Time Index

Weekday Afternoon 3 - 4 PM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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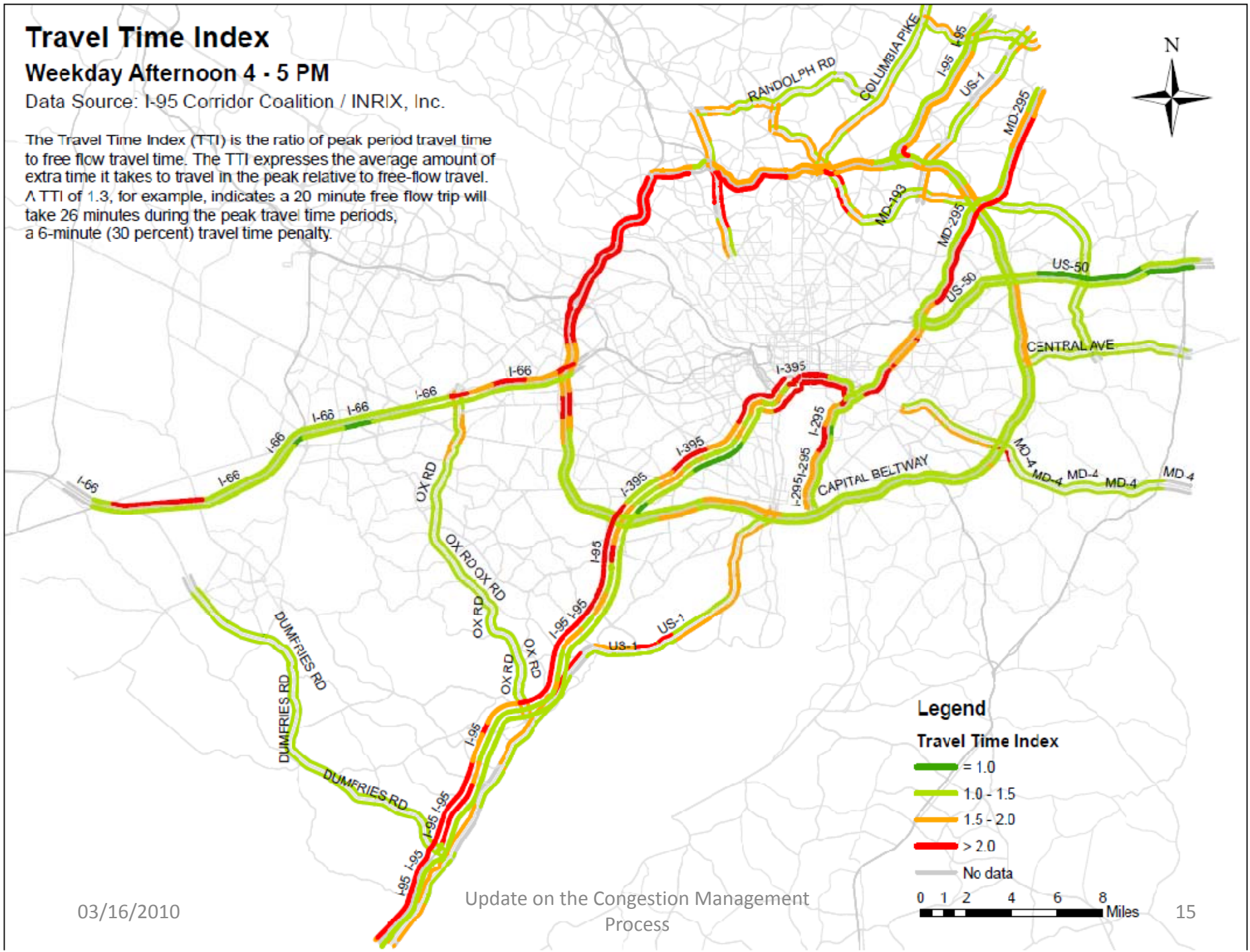


Travel Time Index

Weekday Afternoon 4 - 5 PM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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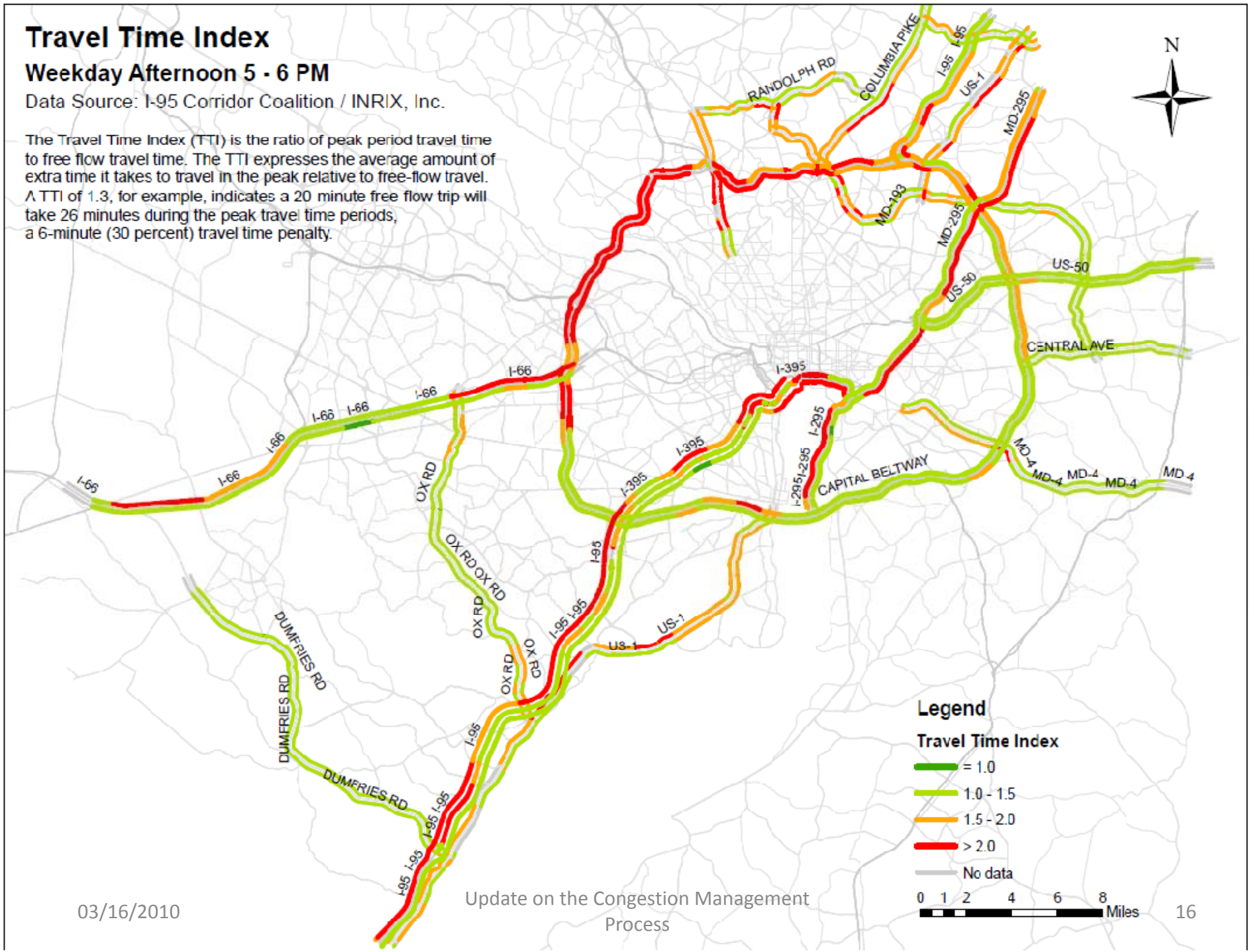


Travel Time Index

Weekday Afternoon 5 - 6 PM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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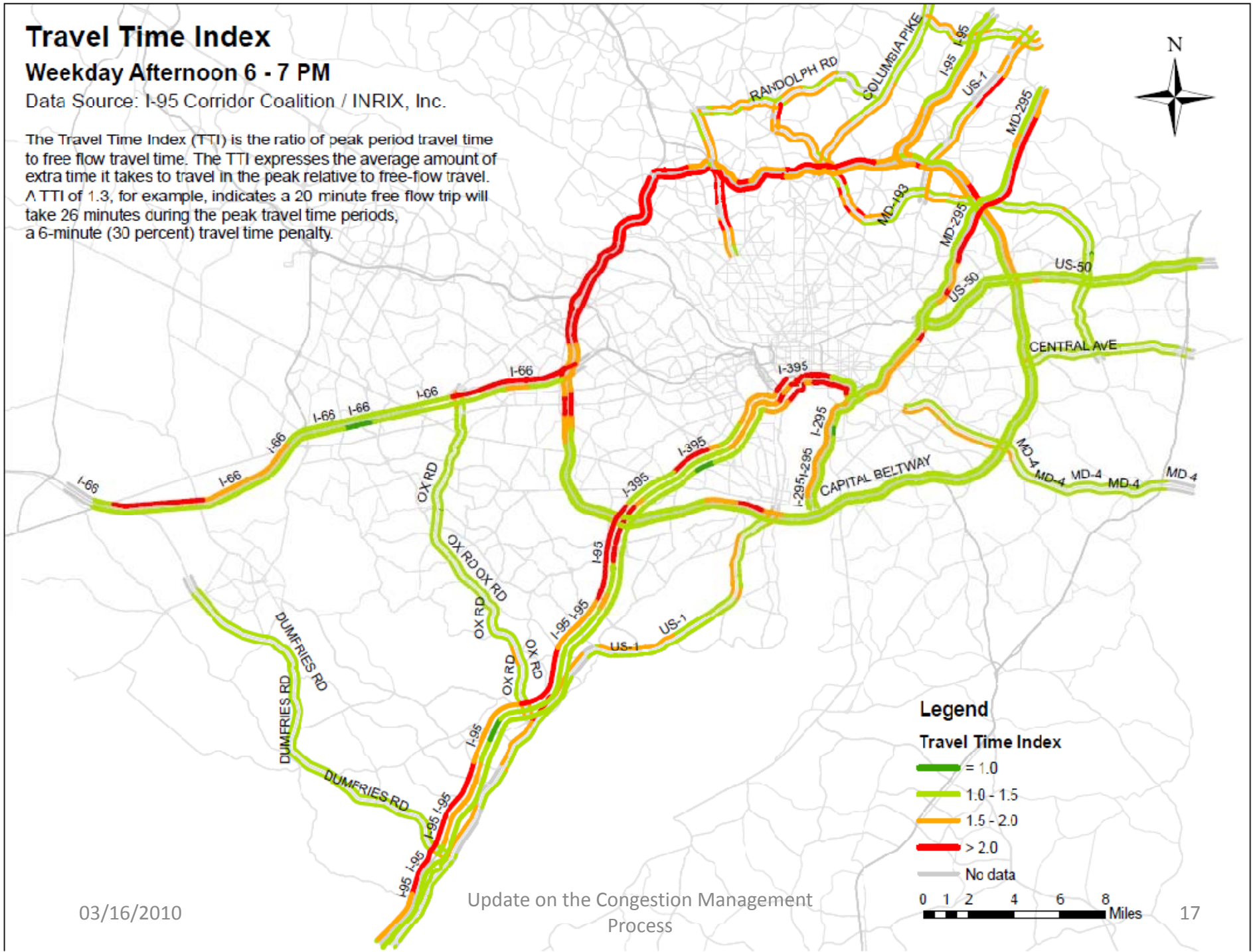


Travel Time Index

Weekday Afternoon 6 - 7 PM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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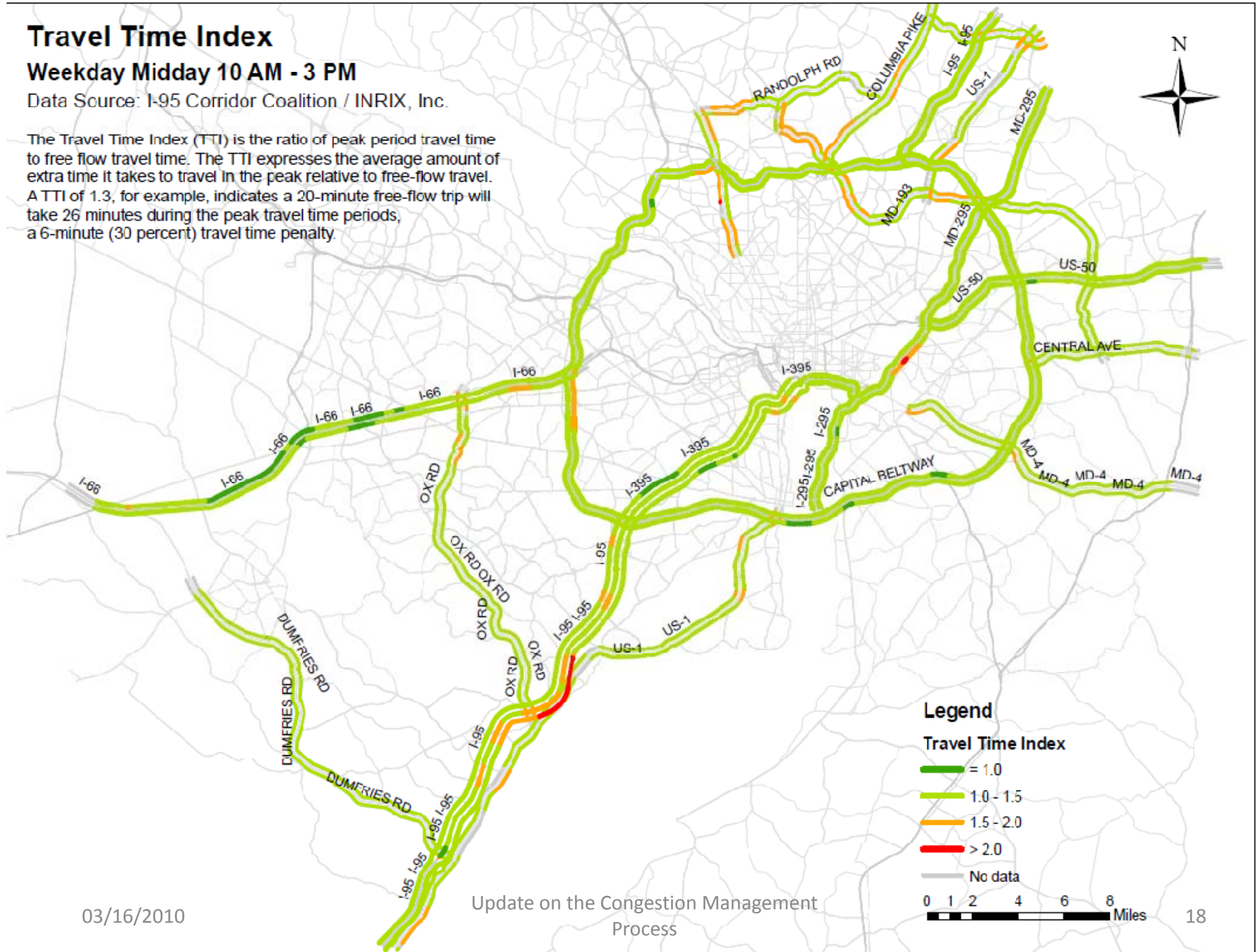


Travel Time Index

Weekday Midday 10 AM - 3 PM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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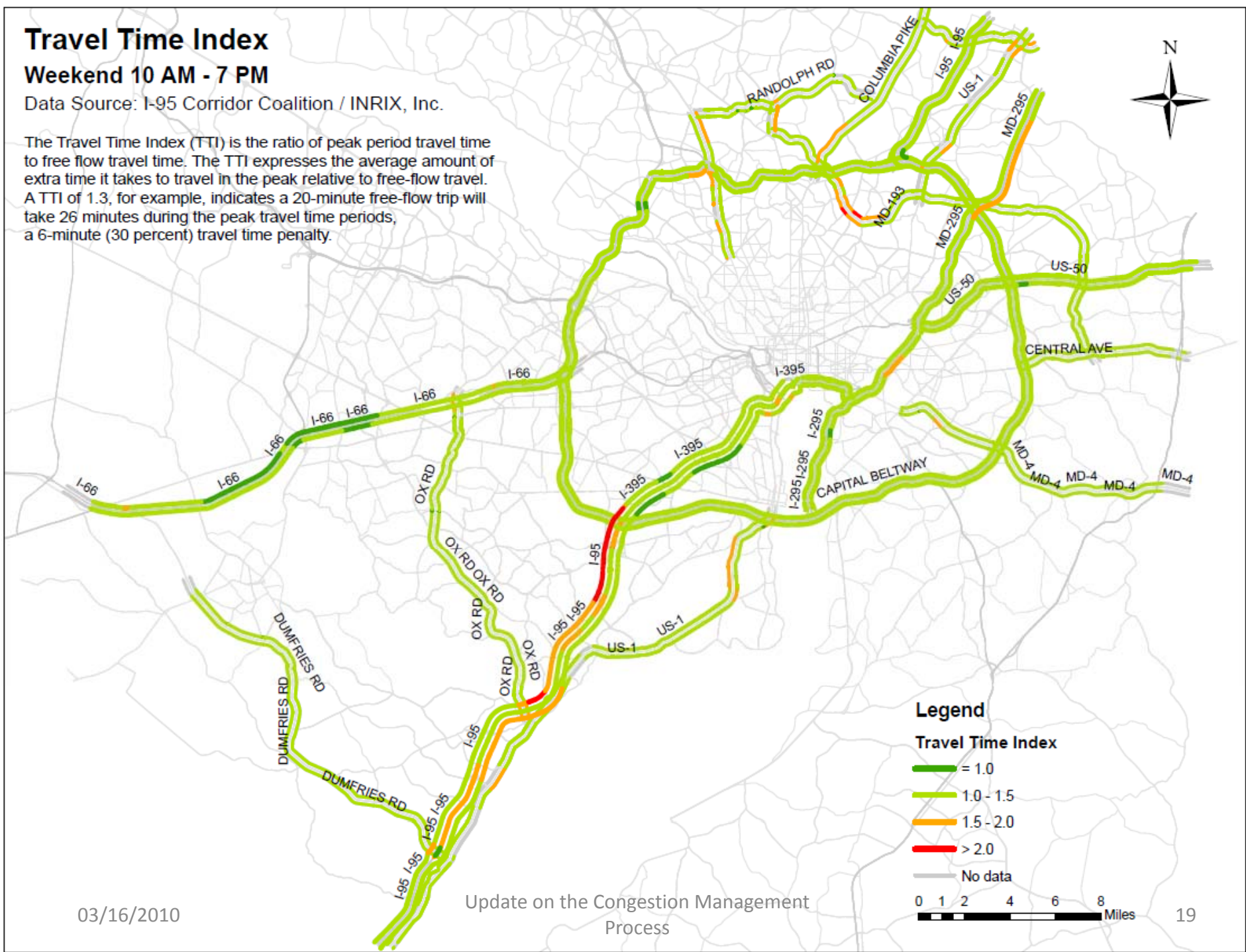


Travel Time Index

Weekend 10 AM - 7 PM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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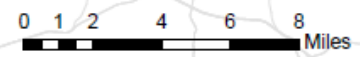
03/16/2010

Update on the Congestion Management Process

Legend

Travel Time Index

- █ = 1.0
- █ 1.0 - 1.5
- █ 1.5 - 2.0
- █ > 2.0
- █ No data

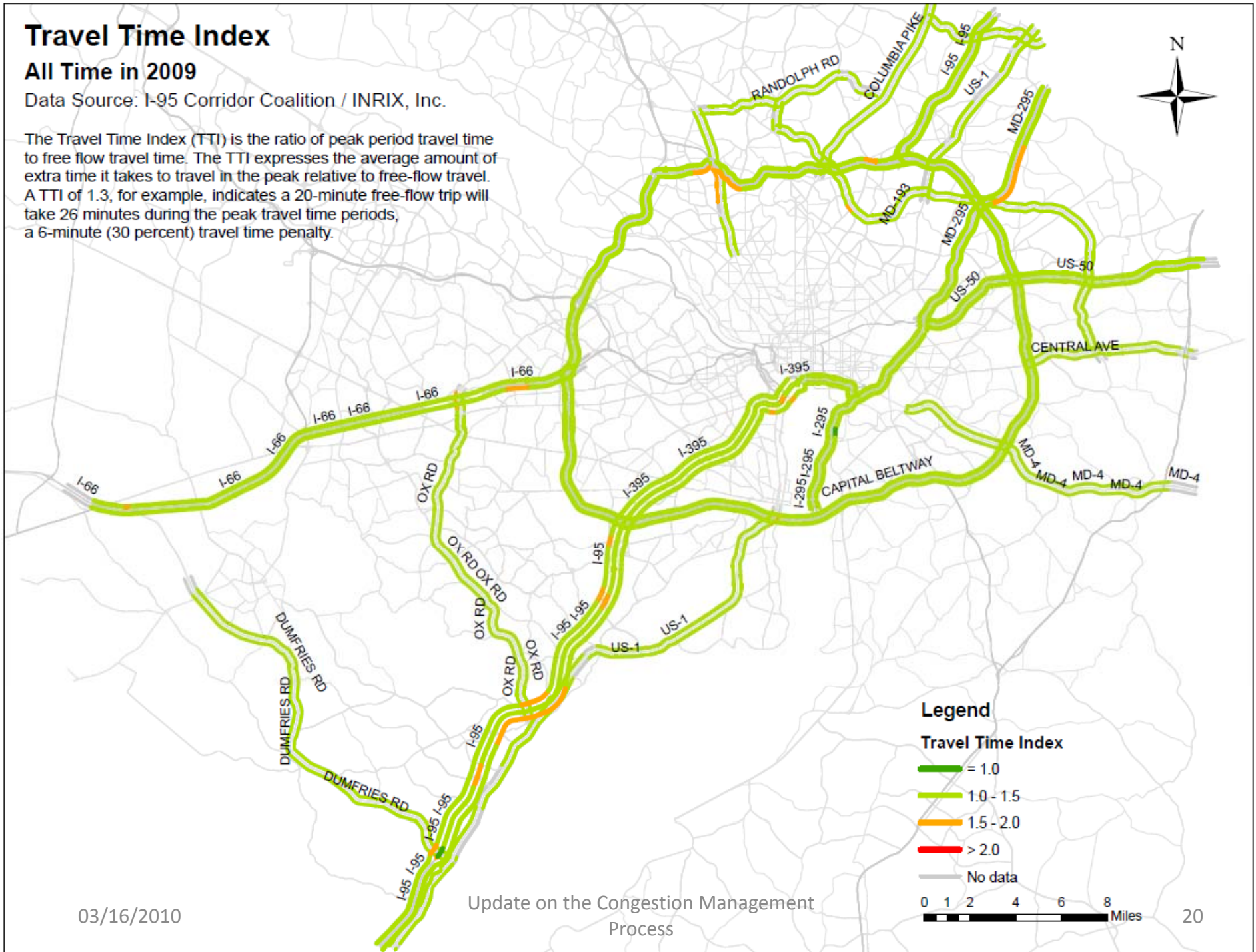


Travel Time Index

All Time in 2009

Data Source: I-95 Corridor Coalition / INRIX, Inc.

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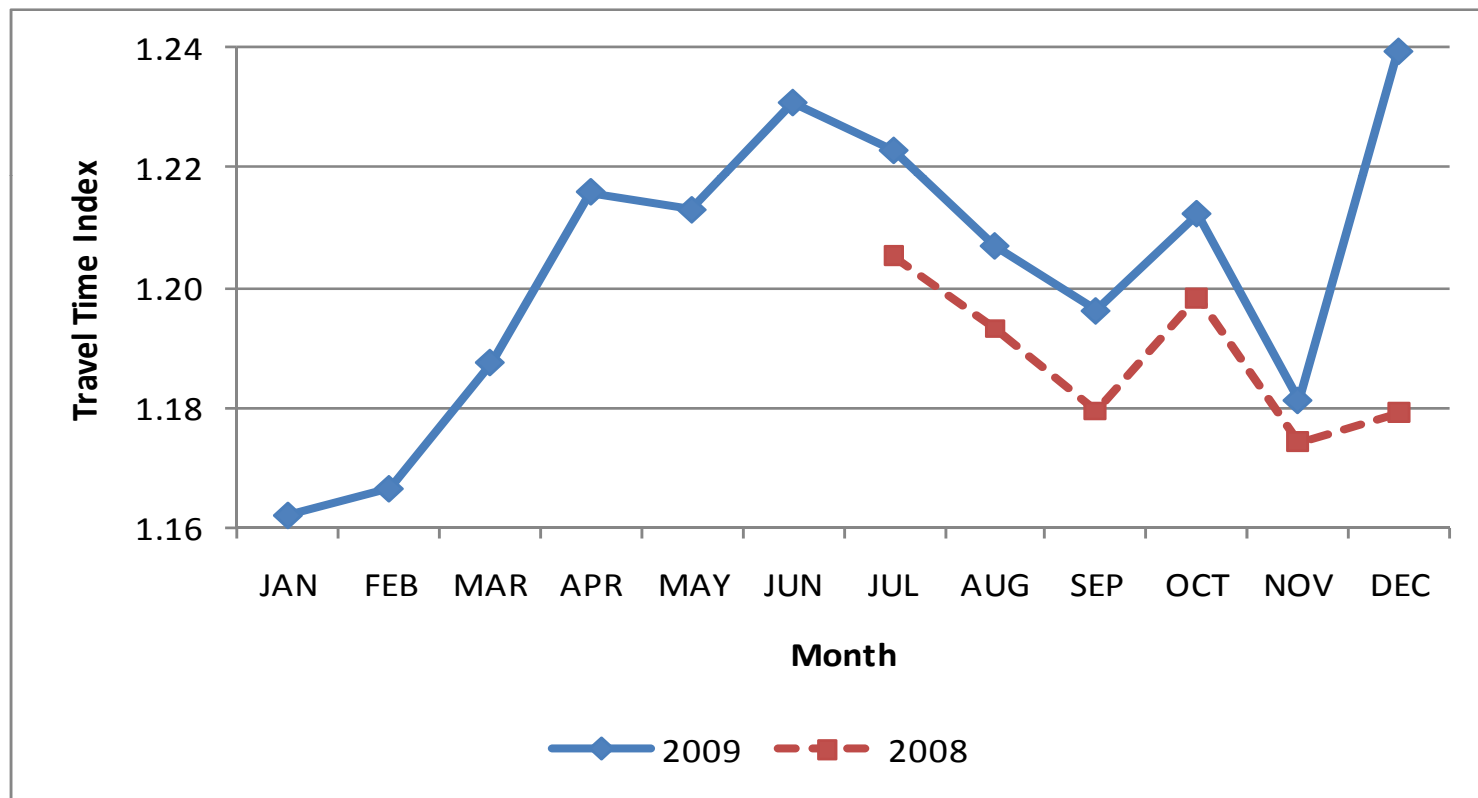


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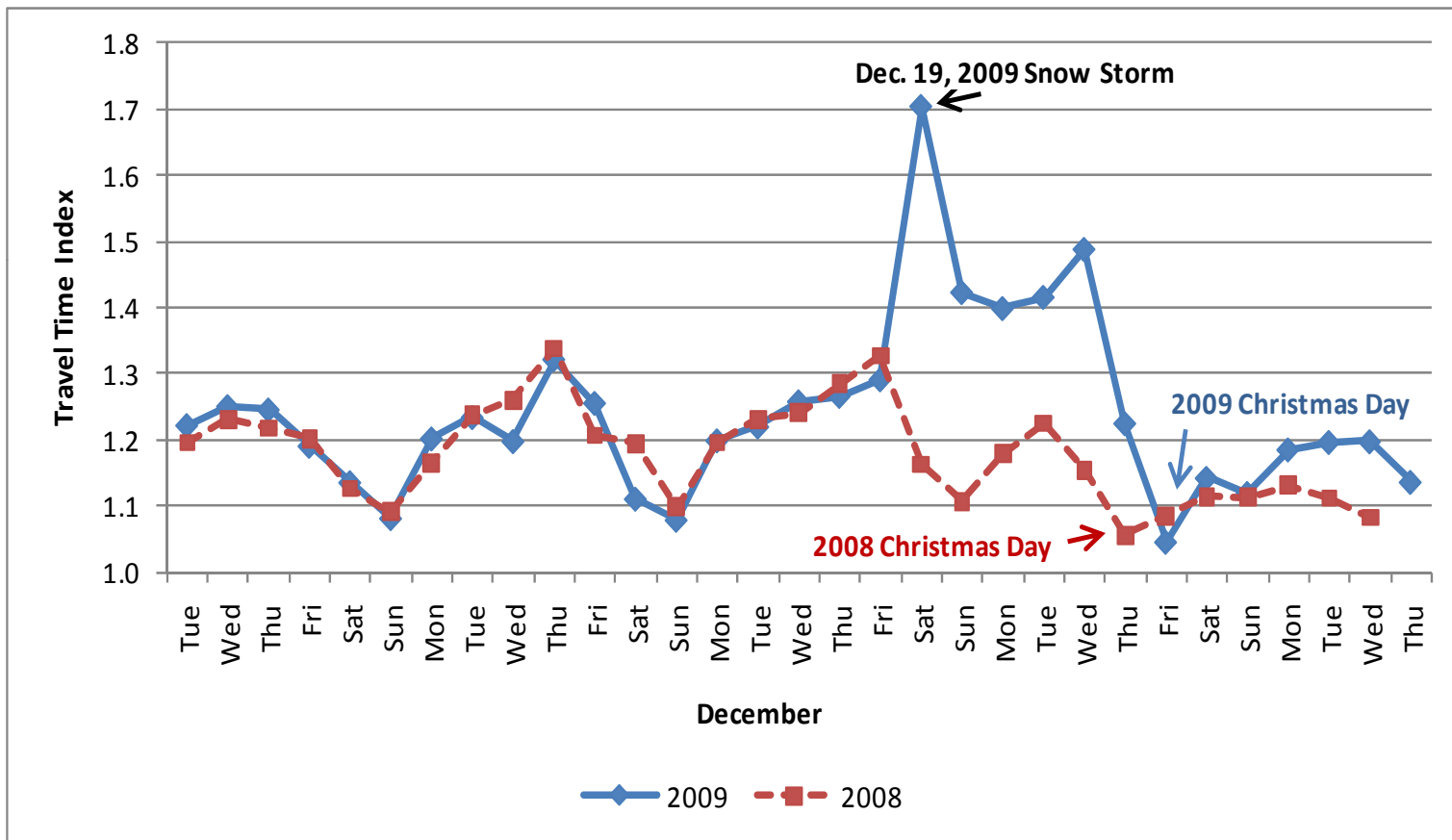
Update on the Congestion Management Process

Month-to-month travel time index

Travel time index by month
for the I-95 Corridor Coalition covered highways



Comparison of Travel Time Index in December 2008 and 2009 for the I-95 Corridor Coalition Covered Highways



Travel time reliability measures

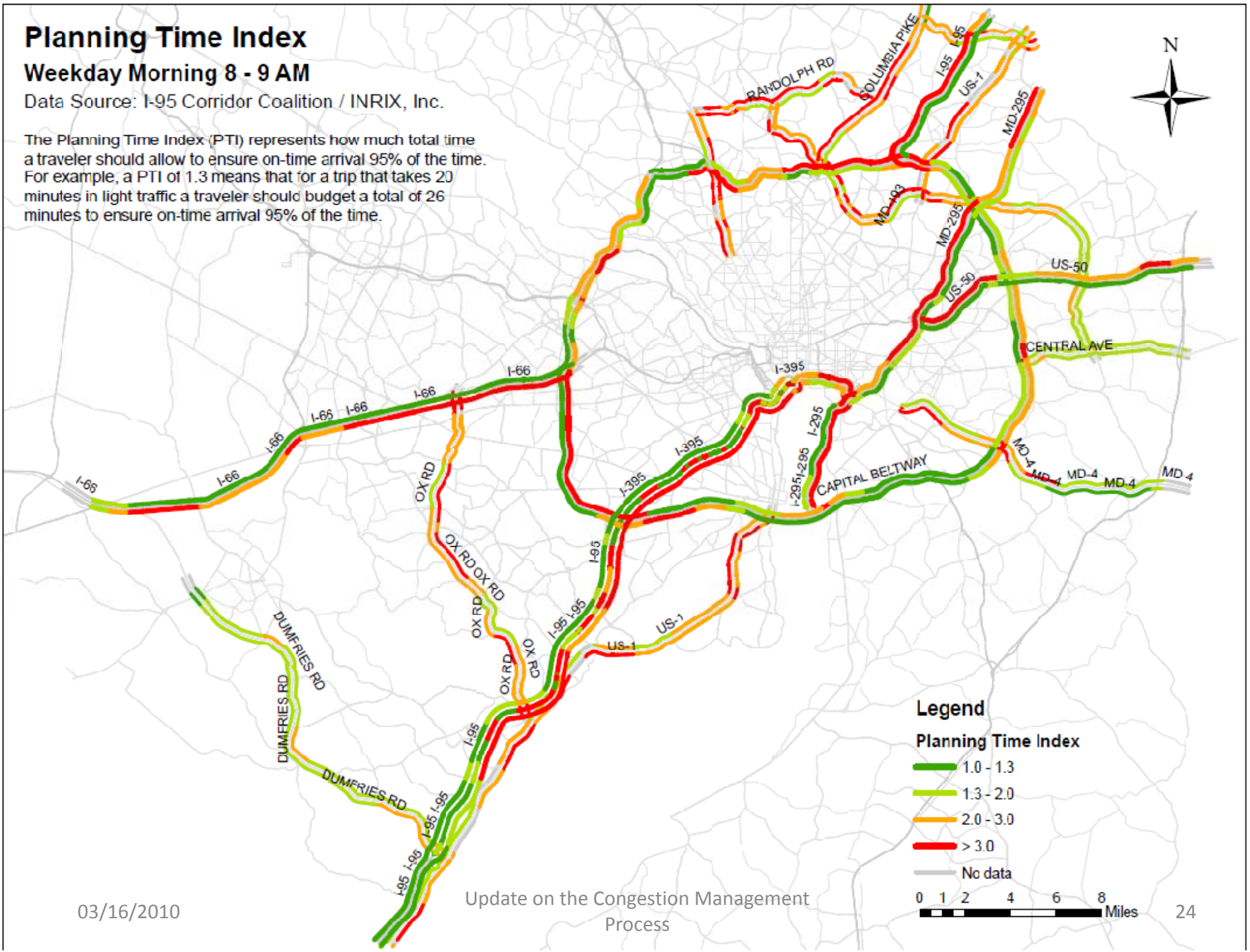
- **Planning time index** = 95th percentile travel time / free-flow travel time.
- It is the ratio of the total time needed to ensure **on-time arrival** 95% of the time as compared to a free-flow travel time.
- **Buffer time index** = (95th percentile travel time – average travel time) / average travel time
- The Buffer Time Index (BTI) represents the extra time (or time cushion) that travelers must add to their average travel time when planning trips to ensure on-time arrival.

Planning Time Index

Weekday Morning 8 - 9 AM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

The Planning Time Index (PTI) represents how much total time a traveler should allow to ensure on-time arrival 95% of the time. For example, a PTI of 1.3 means that for a trip that takes 20 minutes in light traffic a traveler should budget a total of 26 minutes to ensure on-time arrival 95% of the time.

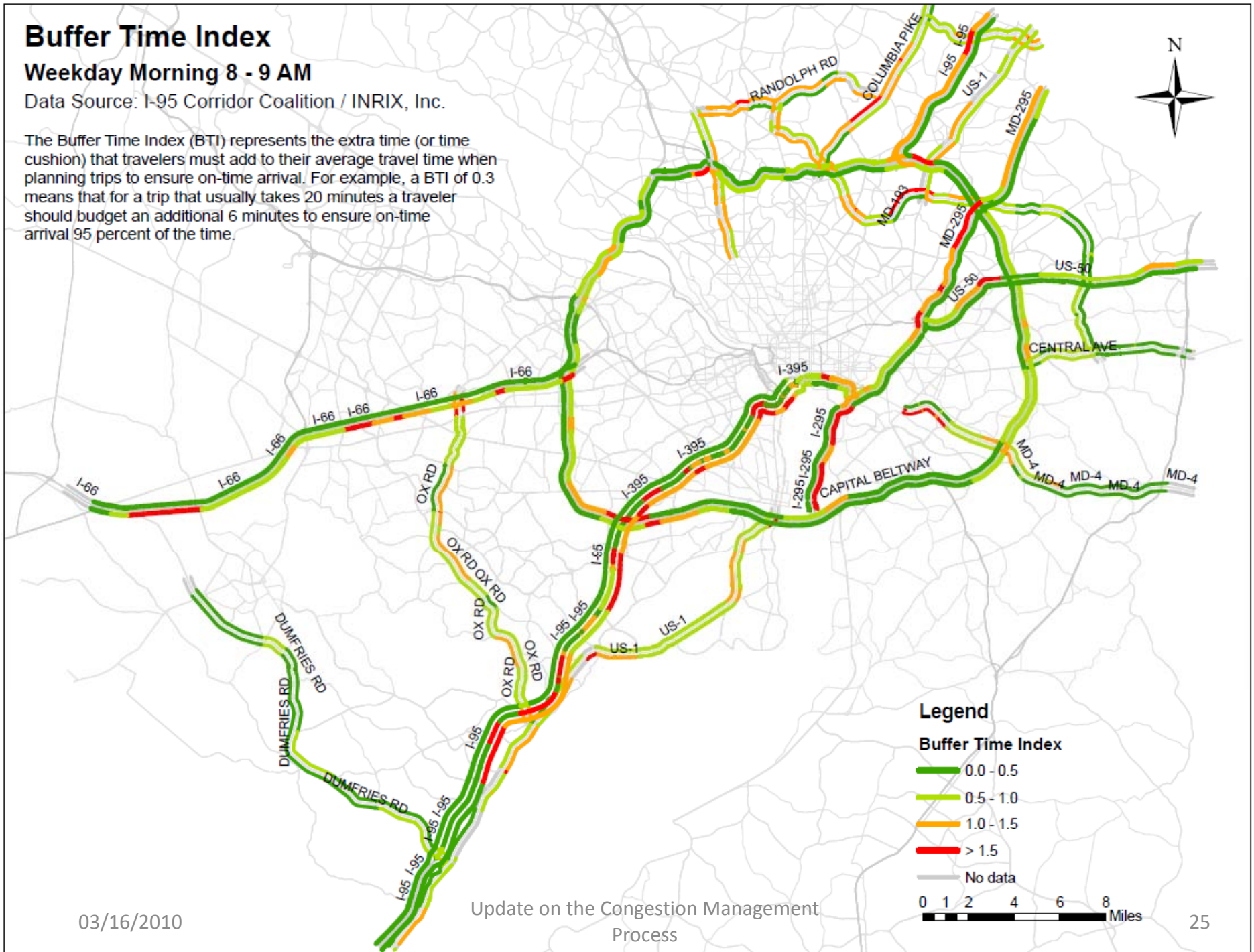


Buffer Time Index

Weekday Morning 8 - 9 AM

Data Source: I-95 Corridor Coalition / INRIX, Inc.

The Buffer Time Index (BTI) represents the extra time (or time cushion) that travelers must add to their average travel time when planning trips to ensure on-time arrival. For example, a BTI of 0.3 means that for a trip that usually takes 20 minutes a traveler should budget an additional 6 minutes to ensure on-time arrival 95 percent of the time.



03/16/2010

Update on the Congestion Management Process

Outlook

- Continuing discussions of how CMP and Commuter Connections programs interact
 - Travel demand management strategies developments
 - Travel demand management strategies assessments
 - Congestion analysis
 - Reliability analysis
 - Commuter Connections and CMP documentation forms for SOV projects
- Continuing work on CMP Technical Report
 - Will return as needed to the Commuter Connections Subcommittee for further discussions



Update on the TIGER Grant for the TPB Regional Priority Bus Project

Commuter Connections Subcommittee
March 16, 2010

Timothy Canan, AICP



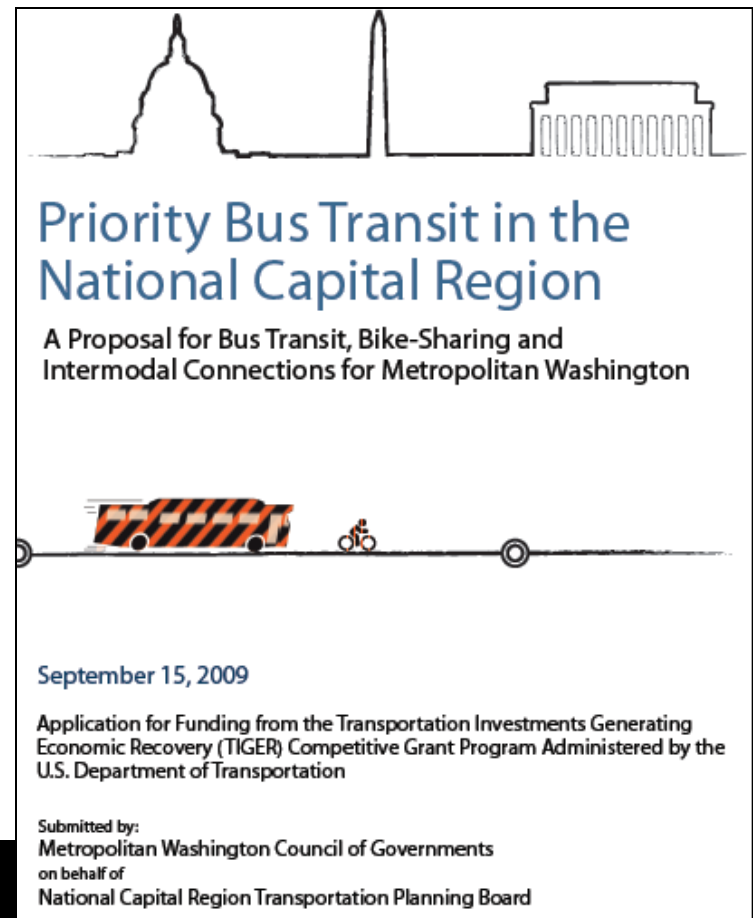
On February 17, 2010, Secretary of Transportation, Ray LaHood, announced recipients of \$1.5 billion in TIGER Grant funds available through ARRA.

- 1400 total applications requesting \$60 billion received from all 50 states (Average request < \$43 million)
- 51 grants awarded amounting to \$1.5 billion
- Washington region awarded \$59 million for portions of a regional bus priority project located in DC, MD and VA
 - DC awarded \$13.6 million
 - MD awarded \$14.8 million
 - VA awarded \$30.4 million

TPB TIGER Application requested \$204 million for an interconnected regional system of multimodal transportation options.

Three 'packages' of projects:

- Priority Corridors Network
 - K Street Transitway
 - Priority Corridor Enhancements
- Regional Bike Sharing Program
- Transit Centers
 - Takoma/Langley Transit Center
 - Rosslyn Metro Station Access



Funded Components

ID	Project Name	Location	Project Owners	Project Cost (\$1,000s)	Grant Award (\$1,000s)
Package 1: Priority Corridors Network					
1	16th Street	District of Columbia	DDOT	1,295	1,295
2	Georgia Avenue	District of Columbia	DDOT	4,111	4,111
3	H Street/Benning Road	District of Columbia	DDOT	415	415
4	Wisconsin Avenue	District of Columbia	DDOT	745	745
5	Addison Road	Prince George's Co. (MD)	WMATA	200	200
6	University Boulevard	Montgomery and Prince George's Co's. (MD)	SHA	1,262	1,262
7	US 1 (MD)	Prince George's Co. (MD)	SHA	805	805
8	Veirs Mill Road	Montgomery Co. (MD)	SHA	265	265
9	US I Transitway (VA)	City of Alexandria (VA)	Alexandria	20,500	8,500
10	VA 7 Leesburg Pike	Cities of Alexandria Falls Church and Fairfax Co. (VA)	WMATA	1,340	1,340
11	Van Dorn-Pentagon BRT	City of Alexandria and Arlington Co. (VA)	Alexandria	670	670
12	T.R. Bridge to K Street	Washington DC	DDOT	1,800	1,800
13	14th Street to K Street	Washington DC	DDOT	5,200	5,200
14	I-95/395 Multimodal Improvements	Alexandria and Fairfax & Pr. William Counties (VA)	WMATA / PRTC / Alexandria	19,930	19,930
Priority Corridors Subtotal				\$58,538	\$46,538
Package 2: Transit Centers					
15	Takoma/Langley Transit Center	Prince George's Co. (MD)	MTA	24,600	12,300
Transit Centers Subtotal				\$24,600	\$12,300
PROJECT TOTAL				\$83,138	\$58,838

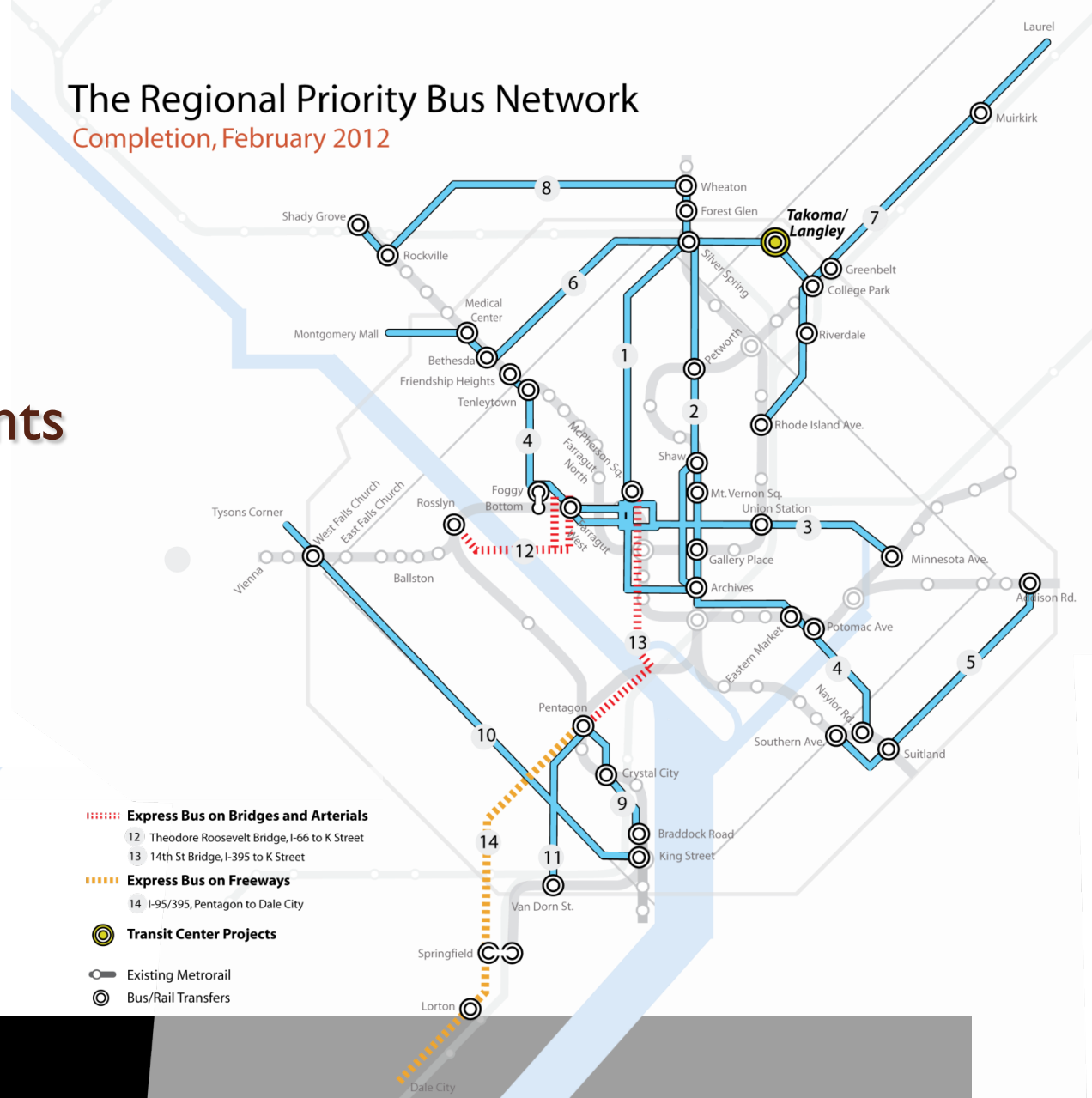
The Regional Priority Bus Network


Completion, February 2012

Funded Components

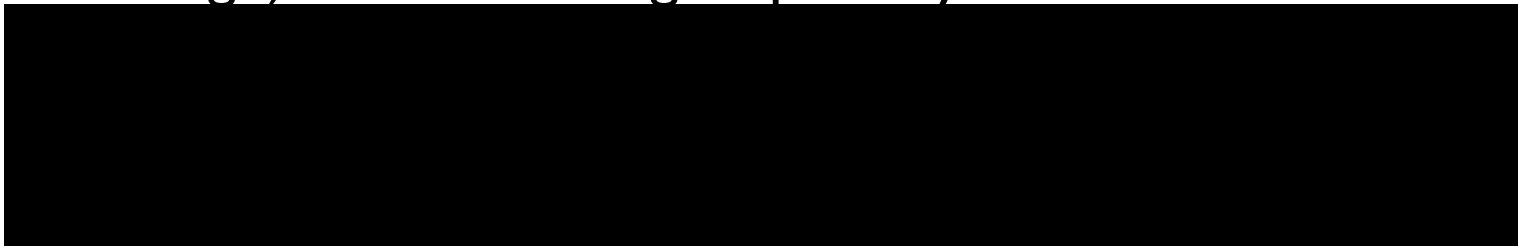
- Priority Arterial Corridors**
- 1 16th St, Downtown to Wheaton
- 2 Georgia Ave from Archives to Silver Spring
- DC 3 H St / Benning Road, Minn. Ave to Franklin Sq.
- 4 Wisconsin Ave, Naylor Rd to Friendship Heights
- 5 Addison Rd, Southern Ave to Addison Rd station
- MD 6 University Blvd, Bethesda to College Park
- 7 US 1, Laurel to Rhode Island Ave. station
- 8 Veirs Mill Rd, Shady Grove to Silver Spring
- 9 US 1 Transitway, Potomac Yard
- VA 10 VA 7, Alexandria to Tysons Corner
- 11 Van Dorn-Pentagon, via Shirlington


- Express Bus on Bridges and Arterials**
- 12 Theodore Roosevelt Bridge, I-66 to K Street
- 13 14th St Bridge, I-395 to K Street
- Express Bus on Freeways**
- 14 I-95/395, Pentagon to Dale City
- Transit Center Projects**
- Existing Metrorail
- Bus/Rail Transfers



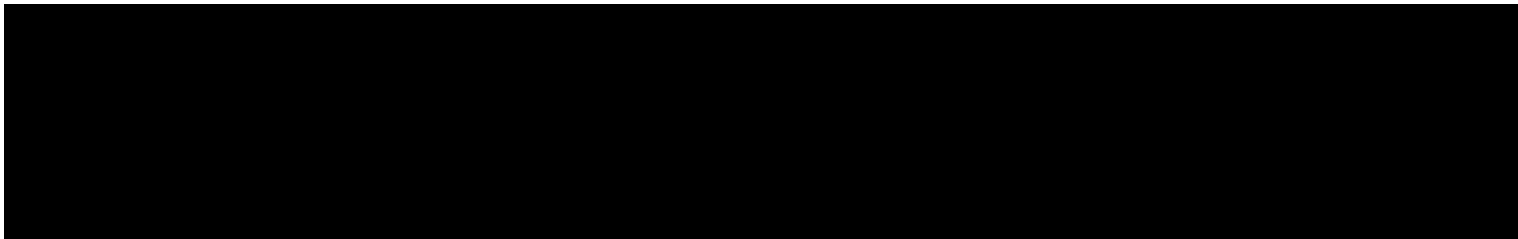


Bus Priority Corridor improvements will result in improved service levels and reliability by allowing existing buses to move more efficiently.

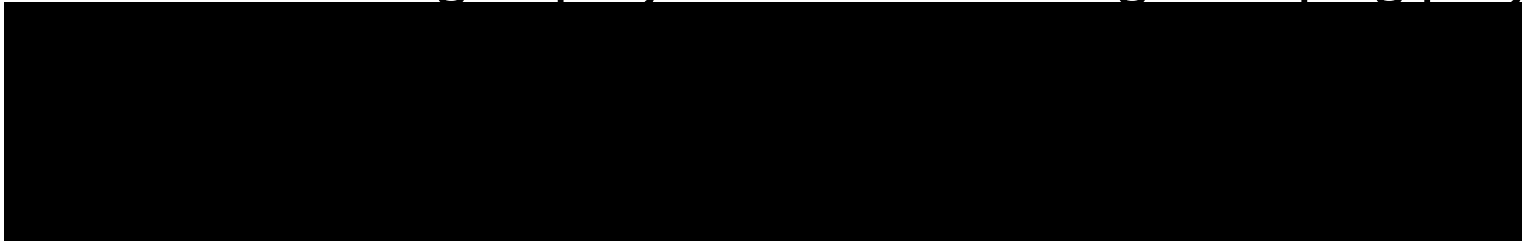
- Improvements along WMATA Priority Corridor Network (PCN) located in DC, MD, and VA
 - Bus Runningway Improvements include transit signal priority, queue jump lanes and bus lanes.
 - Service Improvements include bus stop improvements and real time bus information.
 - 2 Potomac River Crossings (T.R. Bridge and 14th Street Bridge) will receive signal priority.
- 



Takoma/Langley Transit Center will provide a single transfer location resulting in more convenient and safer connections.

- Location is one of highest bus transfer locations in the region.
 - Scattered bus stops separated by major thoroughfares make transfers time-consuming and unsafe.
 - New center will contain walkways, restroom, lighting to bus bays, and automated bus service information.
- 

What has happened since Feb. 17 announcement?

- Staff announced TIGER award at Feb. 17 TPB meeting.
 - FTA contacted COG/TPB to verbally notify of Grant Award and indicate it will be modal agency responsible administration for the grant.
 - FTA project manager to follow-up with COG/TPB within several weeks.
 - Staff e-mailed Scenario Task Force members to announce Award and inform them that further information will be forthcoming upon receiving more direction from FTA.
 - Staff encouraged 'project owners' to begin scoping projects
- 

What will happen next?

- FTA project manager will follow-up with COG/TPB within several weeks to provide more specifics.
 - Timing
 - Guidance on how FTA will administer grant
- In the meantime, COG/TPB staff is developing point of-contact list for every 'project owner' involved with grant award.
- COG/TPB staff is identifying initial tasks that can be performed in advance of executing grant with FTA and encourage project owners to ramp up initial efforts, if



Update on the TIGER Grant for the TPB Regional Priority Bus Project

Commuter Connections Subcommittee
March 16, 2010

Timothy Canan, AICP



Are you pumped?

PIT STOPS

WASHINGTON D.C.

- Buzzard Point
- Freedom Plaza
- Nationals Park

MARYLAND

- Bethesda
- Bowie
- College Park
- Frederick
- Hyattsville
- Indian Head
- North Bethesda
- Oxon Hill
- Rockville
- Silver Spring
- White Oak

VIRGINIA

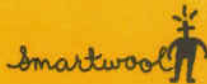
- Alexandria
- Ballston
- Burke
- Crystal City
- Fairfax
- Fairfax City
- Herndon
- Leesburg
- Manassas
- Merrifield
- Reston
- Rosslyn
- Springfield
- Sterling
- Tysons Corner
- Vienna

REGISTER AT WABA.ORG OR CALL 202-518-0524

Pre-Register by May 14 for Free T-Shirt and Bike Raffle!

FREE FOOD, BEVERAGES AND GIVEAWAYS AT ALL LOCATIONS

Visit web site for specific pit stop locations and times. T-Shirts available at pit stops to first 8,500 who register.



VPSI Inc.



Friday May 21, 2010

Bike to Work Day



Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Departments of Transportation.

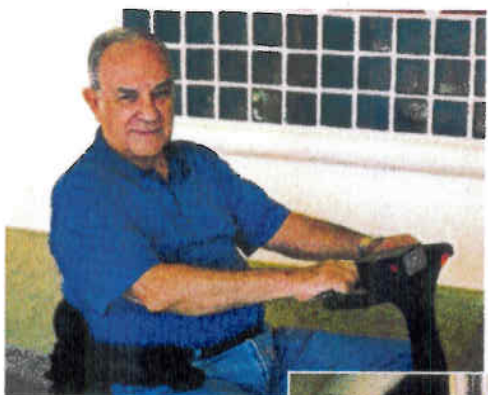
National Capital Region
Transportation
Planning Board



Project
Solicitation

Job Access Reverse
Commute & New Freedom

Improving
Mobility
for All



February 2 – April 16, 2010



Program Descriptions and Funding Available

JARC at a glance:

Goal: To assist low-income commuters in getting to jobs and job-related activities, including training; also for reverse commute services.

- Project Examples:
 - Expanded transit in underserved neighborhoods
 - Expanded vanpool service to suburban employment sites
 - Car loan program for low-income workers

New Freedom at a glance:

Goal: To encourage transportation projects that remove barriers for persons with disabilities and provide transportation "above and beyond" what is required by the Americans with Disabilities Act.

- Project Examples:
 - Same Day Service
 - Personalized travel training on using fixed-route service
 - Escorted transportation or "door-through-door" service

	Federal Funding	<i>If all Projects are Operating</i>	<i>If all Projects are Capital or Mobility Management</i>
		Total Funding with 50% match:	Total Funding with 20% match:
JARC	\$2,354,261	\$4,708,522	\$2,942,826
New Freedom	\$1,369,213	\$2,738,426	\$1,711,516

Who Can Apply?

Organizations eligible to apply for JARC or New Freedom funding include:

- State or local government agencies
- Public transportation operators
- Nonprofit organizations
- Private transportation providers

Application
Deadline:
April 16, 2010, 2pm
or postmarked by
April 13

How to Apply



Pre-Application Conferences and Deadlines

All applicants **must** attend one of the pre-application conferences the TPB will host. Pre-application conferences are scheduled for February 2, February 23, March 18 and March 31, 2010. Information on these conferences—including locations and times and how to RSVP — is available at www.tpbcoordination.org.

Applications must be hand-delivered by 2:00 p.m. Friday, April 16, 2010. Mailed applications will also be accepted and must be postmarked by Tuesday, April 13, 2010. Late or incomplete applications will not be considered—no exceptions.

Competitive Selection Process

Projects will be selected competitively by an independent selection committee that will include members representing transportation, disability, and workforce development organizations. The TPB developed criteria to guide the selection of projects. These criteria:

- Prioritize projects that address unmet needs
- Reflect the importance of coordination, innovation and replicability
- Stress the importance of serving a regional need and impacting the greatest number of people
- Encourage the involvement of private sector partners

Match Requirement

Capital projects require an 80/20 match and operating projects require a 50/50 match. Mobility management projects, described as projects that improve access to existing transportation services, also qualify for an 80/20 match. Non-DOT federal funds can be used to provide the match for these programs (for example, TANF funds). There is no cap on the amount of funding for which applicants may apply, as long as the appropriate match is provided. For more information on mobility management projects, go to www.tpbcoordination.org.

Applicants are **strongly encouraged** to include at least four months of cash match when developing the budget for their application. Applications without at least four months of cash match will score low on the feasibility criterion.

Visit

www.tpbcoordination.org
for the application and
other important
information



Priority Projects

To encourage applications for projects that address unmet transportation needs, the National Capital Region Transportation Planning Board or TPB develops priority projects, which are guided by the Coordinated Human Service Transportation Plan. Organizations may also submit applications for projects that are **not** priority projects. All applications for funding are evaluated through a competitive selection process. More information about the Coordinated Plan and the competitive selection are available at the TPB's Coordination website, www.tpbcoordination.org.

JARC and New Freedom Priorities

- ◆ Transportation vouchers for low-income workers
- ◆ Travel training for people with developmental and/or intellectual disabilities
- ◆ Establish a volunteer driver program
- ◆ Same day service pilot
- ◆ Sensitivity and customer service training



For more details on these priority projects, please visit www.tpbcoordination.org.

Contact Us

TPB staff is available to provide technical assistance to applicants. Staff can help you navigate the application and the attachments, and can help you understand the federally required reporting requirements. To contact TPB staff:

- Beth Newman, 202-962-3253 or bnewman@mwkog.org
- Wendy Klancher, 202-962-3321 or wklancher@mwkog.org



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Alternative formats of this publication can be made available for persons with disabilities. Phone: 202-962-3200 or 202-962-3213 (TDD). Email: accommodations@mwkog.org; For details: www.mwkog.org.