



MEMORANDUM

TO: Commuter Connections Subcommittee
FROM: Andrew Meese, TPB Program Director, Systems Performance Planning
Jan-Mou Li, TPB Transportation Engineer
SUBJECT: Congestion Management Process Technical Report 2022 Update – Request for Assistance to Update Local Jurisdictional Travel Demand Management Strategies Information
DATE: September 8, 2021

This memorandum requests the assistance of Commuter Connections Subcommittee participants in updating local jurisdictional travel demand management strategies information, to be documented in the upcoming regional biennial 2022 Congestion Management Process Technical Report.

BACKGROUND OF THE CONGESTION MANAGEMENT PROCESS TECHNICAL REPORT

TPB Staff are now preparing the 2022 Congestion Management Process (CMP) Technical Report, published since 2008, updated every two years. In recent years, an extensive section of the report has been devoted to travel demand strategies as critical components of the CMP federally required of major Metropolitan Planning Organizations such as the TPB. The CMP Technical Report documents the very extensive activities by TPB and member agencies to provide and pursue alternatives to single-occupant vehicle travel, a core goal of the federal Congestion Management Process requirements. The structure and content of the 2022 report will be similar to previous reports such as the 2020 report.

CHAPTER 3 AND TABLE 3-1 ON TDM

Attached is an extensive excerpt of the 2020 CMP Technical Report. First is a title page with an excerpt notice for this current update, followed by the table of contents of the full 2020 report for background/reference purposes. Next is Section 3.2.1, with a number of subsections describing (as of 2019/2020) relevant Commuter Connections program activities. Third is Section 3.2.2, which is the multipage “Table 3-1: Ongoing State Local Jurisdictional Transportation Demand Management (TDM) Strategies” listing dozens of jurisdiction-level activities.

The purpose of Table 3-1 in the CMP Technical Report is to document the demand management strategies that are being undertaken by various agencies in the region. Federal regulations require the long-range plan and CMP to include consideration and implementation of demand management strategies, along with other potential CMP strategies. Fortunately, the Washington region has a wealth of implemented demand management strategies for which we can take credit in the CMP Technical Report.

REQUESTED INFORMATION FROM COMMUTER CONNECTIONS SUBCOMMITTEE PARTICIPANTS

In order to be able to provide the most up-to-date information, TPB Staff are requesting that Commuter Connections Subcommittee members and participants review the attached materials, particularly Table 3-1, and provide any updated information for projects/programs by/in your agency or jurisdiction. This may be in the form of:

- Add new listings for programs that were not listed in the 2020 report but should be listed in the 2022 report (include a hyperlink to guide readers to a local, agency, jurisdictional, or project webpage for more information if at all possible);
- Request/indicate removal of any programs/activities listed in the 2020 report that should no longer be listed (i.e., they have ended);
- Indicate any necessary or helpful edits or updates to the listings shown in the 2020 report that should remain in edited form for 2022 (include any necessary updates to hyperlinks);
- Verify that a 2020 report listing shown can/should remain “as-is” for the 2022 report.

For your reference, in addition to the attachment to this memorandum, the full 2020 CMP Technical Report can be located at the following URL and the attachment can be found on Pages 99-122.

[2020 CMP Technical Report](#)

Your comments on other parts of the report are also welcome, noting that TPB staff are still in the process of reviewing the content of the entire 2020 report for potential updates.

SCHEDULE AND CONTACT INFORMATION

We appreciate the efforts of members of the Commuter Connections Subcommittee to review the attached table. **Please provide any changes or deletions to the listed strategies or additions of new strategies by November 19, 2021.** Please send changes/edits/comments to Jan-Mou Li at jli@mwkog.org. Should you have any questions please feel free to e-mail Jan-Mou Li or phone at 202-962-3329. Thank you for your help in this important task to document the TPB’s and partners’ efforts to support regional congestion management through TDM and Commuter Connections.

Attachment

2020
CONGESTION MANAGEMENT PROCESS (CMP)
TECHNICAL REPORT

EXCERPT

for Commuter Connections
Subcommittee Review/Update
September 21, 2021

July 10, 2020

FINAL

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments

The preparation of this report was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act. The material herein does not necessarily reflect the views of the sponsoring agencies.

TITLE: 2020 Congestion Management Process (CMP) Technical Report	Date: July 10, 2020
	Number of Pages: 280
AUTHORS: Jan-Mou Li, Metropolitan Washington Council of Governments Andrew J. Meese, Metropolitan Washington Council of Governments	
AGENCY: The Metropolitan Washington Council of Governments (COG) is the regional organization of the Washington area’s major local governments and their governing officials. COG works toward solutions to such regional problems as growth, transportation, the environment, economic development, and public safety. The National Capital Region Transportation Planning Board (TPB) conducts the continuing, comprehensive transportation planning process for the National Capital Region under the authority of the Federal-Aid Highway Act of 1962, as amended, in cooperation with the states and local governments.	
ABSTRACT: This report provides technical details and documents the Congestion Management Process in the National Capital Region. It contains updated congestion information and congestion management strategies on the region’s transportation systems, as well as the process integrating the Congestion Management Process into the region’s Financially Constrained Long-Range Transportation Plan.	
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Acknowledgements

The report authors would like to acknowledge and thank all who provided input to this document.

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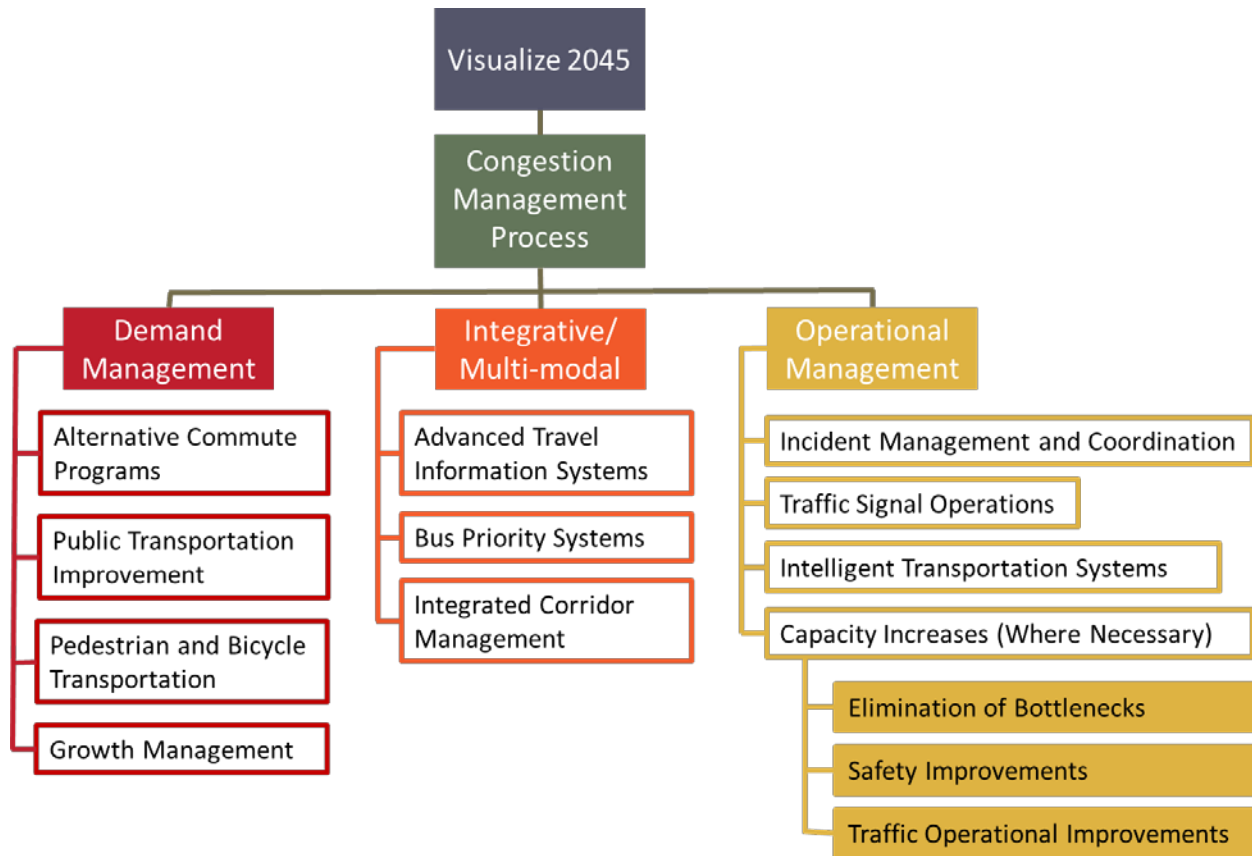
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3. CONSIDERATION AND IMPLEMENTATION OF CONGESTION MANAGEMENT STRATEGIES

3.1 Overview of Congestion Management Strategies

Congestion Management Strategies generally can be divided into two types – Demand Management strategies and Operational, or Supply Management strategies. For purposes of this report, a third category, Integrative/Multi-modal, was added to better reflect the integration of demand and operation management in different projects in the region. Figure 3-1 shows examples of congestion management strategies.

Figure 3-1: Major CMP Strategies



Note: There are synergies between strategies categorized as demand management or operational management strategies, such as real-time traveler information on ridesharing opportunities responsive to a real-time traffic incident or situation.

Demand Management is aimed at reducing the demand for travel and influencing travelers’ behavior; either overall or by targeted modes. Demand Management strategies can include carpooling, vanpooling, telework programs that allow people to work from home to reduce the amount of cars on the road, and living near your work as a means of reducing commute travel.

Supply or operational management, on the other hand, is managing and making better use of existing transportation network in order to meet the region’s transportation goals and ultimately reduce congestion. Example supply management strategies are High-Occupancy Vehicle (HOV) lanes, variably priced lanes, and traffic management.

Often strategies categorized as either demand management or operational management have components of the other. There are strategies in place the region that take that combination a step further and integrate demand and operational management strategies into larger projects. In this report, these strategies have been categorized in this report as Integrative/Multi-modal strategies. Examples of these strategies include advanced traveler information systems and integrated corridor management.

These strategies, and how they are implemented throughout the Washington region, are explained in further detail below.

3.2 Demand Management Strategies

3.2.1 COMMUTER CONNECTIONS PROGRAM

Commuter Connections is a regional network, coordinated by COG/TPB, which provides commuter information and commuting assistance services to those living and working in the Washington, DC region. This program has been in existence since the 1970's under different names



and has implemented a number of demand management strategies in the region. The Commuter Connections program is designed to inform commuters of the availability and benefits of alternatives to driving alone, and to assist them in finding alternatives to fit their commuting needs. The program is funded by the District of Columbia, Maryland, and Virginia Departments of Transportation, as well as the U.S. Department of Transportation, and all services are provided free to the public and employers. Continuing the Commuter Connections Program is one of the key recommendations of the 2019 CMP Technical Report.

Commuter Connections evaluates the impacts of their programs through the Commuter Connections Transportation Demand Management Evaluation Project. The evaluation process allows for both ongoing estimation of program effectiveness and for annual and triennial evaluations. The most recent Transportation Emission Reduction Measure (TERM) Analysis Report covered FY2015-2017.⁷¹

Both qualitative and quantitative types of performance measures are included in the evaluation process to assess effectiveness. First, measures reflecting commuters' and users' awareness, participation, utilization, and satisfaction with the program, and their attitudes related to transportation options are used to track recognition, output, and service quality. Some of the important performance measures are:

- Vehicle trips reduced
- Vehicle miles of travel (VMT) reduced
- Emissions reduced: Nitrogen Oxides (NOx), Volatile Organic Compounds (VOC), Particulate Matter (PM2.5), PM 2.5 pre-cursor NOx, and CO₂ emissions (Greenhouse Gas Emissions - GHG)

⁷¹ *Transportation Emission Reduction Measure (TERM) Analysis Report FY 2015-2017*, November 21, 2017. <https://www.commuterconnections.org/wp-content/uploads/2017-TERM-Evaluation-FINAL-Report-112117.pdf>

Particularly of interest to congestion management is the impact on vehicle trips reduced, vehicle miles of travel (VMT) reduced, and cost effectiveness. Appendix E shows the summary of results for individual terms (i.e., how many daily vehicle trips were reduced and the daily VMT reduced compared to the goals set by Commuter Connections).

Commuter Connections also operates the Commuter Operations Center (COC), providing direct commute assistance services, such as carpool and vanpool matching through telephone and internet assistance to commuters. The Commuter Operations Center also provides transit, bicycling, park and ride lot, and telecommuting information to commuters in the region.

In addition, a variety of surveys (the following lists a subset of them) are conducted by Commuter Connections to follow-up with program applicants and assess user satisfaction on its TDM programs. These surveys provide data used to estimate program impacts. Some of the surveys, such as the Applicant Placement survey and Guaranteed Ride Home (GRH) Survey, also provide information used by Commuter Connections staff to fine tune program operations and policies.

Commuter Connections Applicant Placement Rate Survey – Since May 1997 Commuter Connections has conducted commuter applicant placement surveys to assess the effectiveness of the Commuter Operations Center and other program components. The surveys assess users' perceptions of and satisfaction with the services provided.

GRH Applicant Survey – Commuters who register with the GRH program or use a one-time exception trip will be surveyed to establish how the availability and use of GRH influenced their decision to use an alternative mode and to maintain that mode. Satisfaction with GRH services also will be polled.

State of the Commute Survey (SOC) – The SOC survey, a random sample survey of employed adults in the Washington metropolitan region, serves several purposes. First, it establishes trends in commuting behavior, such as commute mode and distance, and awareness and attitudes about commuting, and awareness and use of transportation services, such as HOV lanes and public transportation, available to commuters in the region.

Employee Commute Surveys – Some employers conduct baseline surveys of employees' commute patterns, before they develop commuter assistance programs and follow-up surveys after the programs are in place.

Employer Telework Assistance Follow-up Survey – Sent to employers that received telework assistance from Commuter Connections to determine if and how they used the information they received.

Bike-to-Work Day Participant Survey – A survey among registered participants in the Bike-to-Work Day event is undertaken to assess travel behavior before and after the Bike-to-Work Day, as well as commute distance and travel on non-bike days.

Car Free Day Participant Survey - A survey among registered participants in the Car Free Day event is undertaken to assess travel behavior before and after the Car Free Day, as well as commute distance and travel.

'Pool Rewards Participant Survey -- A survey among registered participants in the 'Pool Rewards program undertaken to assess travel behavior before and after program participation..

Vanpool Driver Survey – a survey that collects data on van ownership and operation, vanpool use and travel patterns, availability and use of vanpool assistance and support services, and issues of potential concern to vanpool drivers.

Transportation Emission Reduction Measures (TERMs) Evaluation – With the introduction of Clean Air Amendments in the 1990's reducing vehicle emissions became important in the region. Analysis

showed that enhancing existing and introducing new demand management strategies will have a two-fold impact; reducing congestion and at the same time reducing emissions and clearing the air of ozone causing pollutants. These programs were called Transportation Emissions Reduction Measures (TERMs) and the regional programs were adopted by the TPB and implemented through the Commuter Connections Program, in concert with program partners to meet air quality conformity and federal clean air mandates. Commuter Connections sets goals on TDM programs that impact commute trips⁷², and evaluates the programs to determine the impact they are having on reducing congestion and vehicle emissions. These TDM programs include:

Guaranteed Ride Home (GRH) – Eliminates a barrier to use of alternative modes by providing free rides home in the event of an unexpected personal emergency or unscheduled overtime to commuters who use alternative modes.

Employer Outreach – Provides regional outreach services to encourage large, private-sector and non-profit employers voluntarily to implement commuter assistance strategies that will contribute to reducing vehicle trips to worksites, including the efforts of jurisdiction sales representatives to foster new and expanded trip reduction programs.

Mass Marketing – Involves a large-scale, comprehensive media campaign to inform the region's commuters of services available from Commuter Connections as one way to address commuters' frustration about the commute. Projects associated with this program include a regional Bike to Work Day event, Car free day event, and the 'Pool Rewards rideshare incentive program.

Both the TDM program evaluation and associated surveys are keys to assessing the impact these programs have on congestion management and air quality. Following is a more detailed analysis on the above programs and other Commuter Connections demand management strategies in the region.

3.2.1.1 Telework

Teleworking, or telecommuting, can be described as a means of using telecommunications and information technology to replace work-related travel. This can be done by working at one's home, or at a designated telework center one or more days a week. There are designated telework and co-working centers throughout the region, in the District, Maryland, and Virginia. Phones, tablets, wireless communications, and computers make teleworking an easy alternative to getting in a car and driving long distances to an office. Teleworking has shown to boost the quality of life, have economic benefits, reduce air pollution, and ease traffic congestion.

Telework is a TDM program evaluated by Commuter Connections. Telework Outreach is a resource service to help employers, commuters, and program partners initiate telework programs. In evaluating teleworking, several travel changes need to be assessed, including: trip reduction due to teleworking, the mode on non-telework days, and mode and travel distance to telework centers.

⁷² The region has adopted and implemented TERMS other than those in the Commuter Connections program. Some other TERMS, such as for Signal Timing Optimization, may also impact congestion. Others, such as for emissions control equipment on heavy-duty diesel vehicles, impact only emissions.

Telework impacts are primarily estimated from the State of the Commute survey (SOC) and by surveys conducted of employers directly requesting information from Commuter Connections. The 2016 State of the Commute Technical Report⁷³ concluded the following regarding teleworking:

- Teleworkers accounted for 32% of all regional commuters. That is, workers who travel to a main work location on non-telework days.⁷⁴
- An additional 18% of commuters, all who do not currently telework, said they “would and could” telework either regularly or occasionally, that is, they have job responsibilities that could be done while teleworking and would be interested in teleworking, if given the opportunity.
- The remaining respondents said they either were not interested in teleworking (9%) or that their jobs could only be performed at their main workplace (41%)
- Over half (58%) of the teleworkers surveyed said they teleworked at least one day a week.

3.2.1.2 Employer Outreach

Employer Outreach is aimed at increasing the number of private and non-profit employers implementing worksite commuter assistance programs, and is ultimately designed to encourage employees of client employers to shift from driving alone to alternative modes.

In this program, jurisdiction-based sales representatives contact employers, educate them about the benefits commuter assistance programs offer to employers, employees, and the region and assist them to develop, implement, and monitor worksite commuter assistance programs.

The *TERM Analysis Report for FY 2014-2017* estimated the impacts of employer outreach. The following are some noteworthy statistics from that report:

- Employers participating in Employer Outreach substantially exceeded the goal, with 2,046 participating employers compared to the goal of 1847.
- Estimated daily vehicle trip (102,625) and VMT (1.8 million) reduction exceeded the goals for this TERM.

3.2.1.3 Carpooling, Vanpooling, Ridesharing and other Commuter Resources

Commuter Connections provides information on carpooling, vanpooling, and Ridesharing. These alternative commute methods reduce the amount of single occupant vehicles (SOVs) on the road, which is important to congestion management.

Carpooling is two or more people traveling together in one vehicle, on a continuing basis.

Vanpooling is when a group of individuals (usually long-distance commuters) travel together by van, which is sometimes provided by employers. There are typically three kinds of vanpool arrangements:

Owner-operated vans – An individual leases or purchases a van and operates the van independently.

⁷³ *Commuter Connections State of the Commute Survey 2016 Technical Survey Report*. Prepared for Metropolitan Washington Council of Governments. Prepared by: LDA Consulting, Washington, DC. In conjunction with: CIC Research, San Diego, CA. June 2017.

<https://www.commuterconnections.org/wp-content/uploads/2016-State-of-the-Commute-Report.pdf>

⁷⁴ Using this base of commuters excludes workers who are self-employed and for whom home is their only workplace.

Riders generally meet at a central location and pay the owner a set monthly fee.

Third-party vans — A vanpool "vendor" leases the vanpool vehicle for a monthly fee that includes the vehicle operating cost, insurance, and maintenance. The vendor can contract directly with one or more employees. The monthly lease fee is paid by the group of riders.

Employer-provided vans — The employer (or a group of employers) buys or leases vans for employees' commute use. The employer organizes the vanpool riders and insures and maintains the vehicles. The employer may charge a fee to ride in the van or subsidize the service.

Pool Rewards - 'Pool Rewards is a special incentive program available through Commuter Connections designed to encourage current drive alone commuters to start ridesharing in the Washington Metropolitan region. Commuters who currently drive alone to work may be eligible for a cash payment through 'Pool Rewards when they start or join a new carpool. If eligible, each carpool member can earn \$2 per day (\$1 each way) for each day they carpool to work over a consecutive 90-day period. The maximum incentive for the 90-day trial period is \$130. Carpools may consist of two or more people. For commuters who drive alone to work and can get between seven and fifteen people together to form a vanpool, they may qualify for a \$200 monthly 'Pool Rewards subsidy for the new vanpool.⁷⁵



CarpoolNow - CarpoolNow is a dynamic rideshare mobile application that both drivers and riders can use anytime to find and schedule rides to and from work and is available through Commuter Connections. Drivers will receive an incentive payment for picking up a passenger using the mobile application so long as a portion of the trip occurs in the Washington DC Metropolitan Region. Drivers using the mobile app who give riders a lift to work in the non-attainment region are eligible to receive up to \$10 per trip as an incentive for using the app. The maximum incentive a driver using the app can receive is \$600 per calendar year.

Flextime Rewards - The Flextime Rewards program will pay registered commuters through Commuter Connections an \$8 incentive each time they avoid notoriously congested corridors in the Washington D.C. region. It's a simple way to reward commuters that have flextime available through their employers to help reduce traffic congestion during peak hour travel periods. Participants are encouraged to first check with their employer to confirm that flextime is allowable at their worksite, they can then register to the program through Commuter Connections. **Once the commuter has joined** the program, they will be asked to select an eligible corridor that is part of their commute. Corridors currently eligible for the Flextime Rewards cash incentive include:

- I-495 IL between VA-267 and I-270 Spur
- I-495 OL between I-95 and MD-193
- I-66 EB at VA-267
- DC-295 SB at Benning Rd.

If the commuter does not use any of these corridors for commuting purposes, they can still sign up to receive daily congestion notifications to avoid wasting time sitting in traffic. Once registration is complete, the commuter will begin to receive email notifications if higher-than-average traffic congestion is projected along their commute corridor(s). These emails contain suggested alternative departure times that may help avoid congestion. Those that use the defined Flextime Rewards cash-

⁷⁵ <https://www.commuterconnections.org/pool-rewards/>

eligible corridors will receive the program incentive once a trip is logged. If a commuter elects to delay their trip, they'll need to use the Commuter Connections mobile app to record the flextime trip.

incentTrip Mobile Application - The incentTrip mobile app was jointly developed through the TPB's Commuter Connections program and the University of Maryland through federal grants from the USDOT and USDOE. incentTrip motivates commuters to use more efficient and cleaner methods of transportation and features include the multi-modal transportation choices available from a commuter's origin to their destination, the best times to travel, and provides reward points through Commuter Connections for use of cleaner and greener forms of travel such as bikes, buses, trains, walking, and ridesharing. incentTrip even rewards for driving alone in an Eco-friendly manner.

The idea behind incentTrip is to embrace the use of technology on a personalized level to reduce traffic congestion, tailpipe emissions, and improve energy efficiencies. The gamification and rewards aspects use innovative behavioral economics to help increase demand for alternatives to Single Occupant Vehicles and more fuel-efficient driving. By leveraging incentTrip as a tool to help prompt behavior change, the Commuter Connections is actively working to better achieve the broad range of transportation goals embedded in the TPB's adopted Vision 2045 aspirational initiatives. The app allows commuters to plan trips with the best travel modes, departure times, and routes that save time, cost, and fuel, based on person-level traffic prediction and real-time data feeds. With artificial intelligence, the incentTrip learns the users travel patterns and habits, and constantly seeks to improve the experience without requiring commuters to do the heavy lifting by searching for better options; steps that many aren't willing to take.

Drivers can also earn rewards points and save money through incentTrip. Of all the multi-modal transportation methods the incentTrip app identifies, the fewest rewards points earned are for driving alone. So, while drivers are rewarded for improved eco-driving habits and delaying trips to avoid above-the-norm congestion, more rewards points are given for non-SOV travel such as transit use, carpooling, bicycling and walking. Reward points earned through the app can be redeemed for \$10, \$20, or \$50 in cash, up to \$600 per commuter per calendar year through Commuter Connections. The incentTrip app takes the carrot approach to maximize transportation system efficiencies. incentTrip is available through the Apple or Android store for downloading and use.

Ridematching Services enables commuters to find other individuals that share the same commute route and can carpool/vanpool together. This provides carpooling options for people who may not know of someone to carpool with, thus broadening the carpooling options

3.2.1.4 Bike To Work Day

Each May thousands of area commuters participate in Bike to Work Day, sponsored by Commuter Connections and the Washington Area Bicyclist Association.⁷⁶ The TPB has a Bike to Work Day Steering Committee which coordinates the event each year.



Bike to Work Day encourages commuters to try bicycling to work as an alternative to solo driving. The program attracted over 17,900 bicyclists in 2019⁷⁷.

Biking and other nontraditional modes are expanded upon in Section 3.2.4.

3.2.1.5 Car Free Day

⁷⁶ <http://www.biketoworkmetrodc.org>

⁷⁷ <https://www.commuterconnections.org/wp-content/uploads/Bike-to-Work-Day-2017-Final-Report.pdf>

Each year, Commuter Connections implements a regional Car Free Day⁷⁸ campaign that encourages residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. In 2017, evaluation results showed that there were over 11,200 individuals that pledged to go “car-free” for this event. In addition, participants pledged to reduce 191,400 vehicle miles of travel as a result of participation in this event. This event is held on September 22nd each year and is in tandem with the World Car Free Day event. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

3.2.2 LOCAL AND OTHER TRANSPORTATION DEMAND MANAGEMENT AND TRAFFIC MANAGEMENT ACTIVITIES

Local agencies and organizations, such as local governments and Transportation Management Areas (TMAs) are doing their part to promote alternative commute methods and other demand management strategies. Table 15 provides detailed information on specific ongoing demand management strategies in the Washington region.

⁷⁸ <http://www.carfreemetrodc.org/>

Table 3-1: Ongoing State Local Jurisdictional Transportation Demand Management (TDM) Strategies

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
Region-wide	Region-wide	WMATA	Public Transportation Improvements	Demand	Metrobus transit	Public bus service available throughout the region. Connects to other modes: Metrorail, commuter rail, park-and-ride lots, etc.	http://wmata.com/bus/
Region-wide	Region-wide	WMATA	Public Transportation Improvements	Demand	Metrorail transit	Public rail services DC, MD, and VA. Connects to commuter rail, Metrobus and local bus systems.	http://wmata.com/rail/
Region-wide	Region-wide	WMATA	Park-and-ride lot improvements	Demand	Metrorail station park-and-ride lots	Parking offered at 42 Metrorail stations.	https://www.wmata.com/service/parking/
State/Multi-jurisdictional	Maryland State-wide	MDOT	Pedestrian, Bicycle, and Multimodal Improvements	Demand	Maryland Bicycle and Pedestrian Advisory Committee (MBPAC)	Provides information on biking, walking. Master Plan guides bike/ped planning in the State.	http://www.mdot.maryland.gov/newMDOT/Planning/Bike_Walk/MBPAC.html
State/Multi-jurisdictional	Maryland State-wide	MDOT	Telecommuting	Demand	MDOT's Telework Partnership with Employers/Telework Baltimore.com program	Offers free teleworking consulting services to Maryland employers. Promotes teleworking.	http://www.mdot.state.md.us/Planning/Telework%20Partnership%20Web%20Page/Telework%20Partnership%20with%20Employers
State/Multi-jurisdictional	Maryland State-wide	MTA	Employer outreach / mass marketing	Demand	MDOT's Commuter Choice Maryland	Reaches out to Maryland employers and offers incentives to implement a commuter program.	http://www.commuterchoicemaryland.com/

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
State/Multi-jurisdictional	Maryland State-wide	MTA	Public Transportation Improvements	Demand	MDOT's MARC train	Maryland MTA Public commuter rail serving Montgomery County, Prince William County, Frederick County, and into DC.	https://www.mta.maryland.gov/about
State/Multi-jurisdictional	Maryland State-wide	MTA	Public Transportation Improvements	Demand	Local bus	Maryland MTA Public bus service throughout Maryland, primarily around the Baltimore-DC area.	https://www.mta.maryland.gov/about
State/Multi-jurisdictional	Maryland State-wide	MTA	Public Transportation Improvements	Demand	Commuter Bus	Maryland MTA Commuter bus service in Maryland and DC's inner-ring suburbs.	https://www.mta.maryland.gov/about
State/Multi-jurisdictional	District-wide	DDOT	Pedestrian, Bicycle and Multimodal Improvements	Demand	Bicycle and Pedestrian Programs	Committed to providing safe and convenient bicycle and pedestrian access throughout the City.	https://ddot.dc.gov/bikesandpeds
State/Multi-jurisdictional	District of Columbia, Arlington County, City of Alexandria, Montgomery County	Partnership of DDOT, Arlington County, City of Alexandria, Montgomery County (Fairfax County - coming soon)	Bicycle Programs	Demand	Capital Bikeshare	A bikesharing program to encourage the use of bicycles.	http://capitalbikeshare.com/

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
State/Multi-jurisdictional	District-wide	DDOT	Carsharing Programs	Demand	DDOT Carsharing Initiative	A network of vehicles offered for rent to the public. Allows mobility of a car without owning one.	https://ddot.dc.gov/page/street-carsharing-program
State/Multi-jurisdictional	District-wide	DDOT	Public Transportation Improvements	Demand	DDOT Mass transit	DDOT helps coordinate mass transit with agencies and WMATA.	https://ddot.dc.gov/page/mass-transit-district-columbia
State/Multi-jurisdictional	Takoma Park and Takoma Park, MD	DDOT	Growth Management	Demand	DDOT's Takoma Transportation Study	A study done for Takoma area of DC and adjacent Takoma Park, MD. Study recommends pedestrian, bicycle, transit, and road improvements.	https://comp.ddot.dc.gov/SitePages/Transportation%20Plans%20and%20Studies.aspx
State/Multi-jurisdictional	District-wide	DDOT	District TDM Program	Demand	goDCgo	goDCgo is an initiative of DDOT that is designed to help reduce congestion and improve air quality in the District through the promotion of sustainable transportation modes.	http://godcgo.com/
State/Multi-jurisdictional	Downtown DC	Partnership of DDOT, WMATA, and DC Surface Transit	Public Transportation Improvements	Demand	DC Circulator	A public bus system serving the District.	https://ddot.dc.gov/page/dc-circulator

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
State/Multi-jurisdictional	Virginia-statewide	VDRPT, VDOT	Telecommuting	Demand	Telework!VA	Primary resource for Virginia's employers to start a telework program in VA, promotes teleworking.	http://www.teleworkva.org/
State/Multi-jurisdictional	Northern Virginia	VDOT	Variably Priced HOT Lanes	Demand/Operational	495 Express Lanes	High occupancy toll (HOT) lanes that use congestion pricing to manage congestion on the Beltway in Virginia	https://expresslanes.com
State/Multi-jurisdictional	Northern Virginia	VDOT	Variably Priced HOT Lanes	Demand/Operational	95 Express Lanes	Construction of high occupancy toll (HOT) lanes that use congestion pricing to manage congestion on the Beltway in Virginia	https://expresslanes.com
State/Multi-jurisdictional	Northern Virginia	VDOT and VDRPT	Transportation Demand Management Program	Demand/operational	Virginia Megaprojects Regional, Dulles Rail, and 495 and 95 Express Lanes TMP's	Various targeted TDM and transit improvements to mitigate impacts and delays caused by construction of large scale projects in Northern Virginia	http://www.virginiadot.org/projects/northern%20virginia/default.asp
State/Multi-jurisdictional	Northern Virginia	NVRC	Laws and Safety Tips Booklet	Demand	Safety/Outreach	Pocket Booklet	www.bikewalkvirginia.org

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
State/Multi-jurisdictional	Fairfax and Loudoun Co. VA	VDRPT and MWAA	Public Transportation Improvements	Demand	Dulles Corridor Metrorail Project	In cooperation with WMATA and local governments. Construct an extension of Metrorail to Dulles Airport.	http://www.dullesmetro.com
State/Multi-jurisdictional	I-66, I-95/395 HOV lanes	VDOT/NOVA	HOV Lanes	Demand	I-66 HOV Lanes, I-395/I-95 HOV	Lanes available to ridesharers, those carpooling and vanpooling, and transit vehicles	www.VDOT.Virginia.gov
State/Multi-jurisdictional	Virginia Statewide	VDRPT and AMTRAK	Public Outreach	Demand	AMTRAK Virginia	Promotes AMTRAK passenger rail service in Virginia	http://www.amtrakvirginia.com
State/Multi-jurisdictional	Virginia Statewide	VDOT	Traffic Management	Operational	I-66 ATM	Promote safety and congestion management	<u>none</u>
State/Multi-jurisdictional	Virginia Statewide	VDOT	TDM and Traffic management	Operational	I-95 ICM	Promote safety and congestion management	<u>none</u>
State/Multi-jurisdictional	Loudoun, Fairfax, Arlington, and Prince William Counties	Northern Virginia Transportation Authority	Public Transportation Improvements	Demand	NVTA's TransAction Regional Transportation Plan	Identifies a number of public transit, travel demand management, and other improvements, including new park-and-ride lots throughout Northern VA.	https://nvtatransaction.org/

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
State/Multi-jurisdictional	Loudoun, Fairfax, Arlington, and Prince William Counties	Northern Virginia Transportation Authority	Alternative Commute Programs	Demand	NVTA's Mission of the Authority	Responsibilities include a general oversight of regional congestion mitigation, including carpooling, vanpooling, and other commute programs	https://thenovaauthority.org/planning/long-range-transportation/
State/Multi-jurisdictional	Northern VA and the District of Columbia	VRE	Public Transportation Improvements	Demand	Virginia Railway Express (VRE) Train	Commuter rail serving Northern VA and two stations in the District. Connects to local transit.	http://www.vre.org/index.html
State/Multi-jurisdictional	Prince William Co., Manassas, Manassas Park, and several locations in	PRTC	Public Transportation Improvements	Demand	Potomac and Rappahannock Transportation Commission's (PRTC) OmniRide	Commuter and local bus services along I-95 and I-66 corridor and within Prince William Co., Manassas, and Manassas Park, and to several locations in VA & DC, including Metrorail stations	http://omniride.com/about/
State/Multi-jurisdictional	Prince William Co. and Manassas	PRTC	Ridematching Services	Demand	PRTC's OmniRide Ridesharing	A free ridematching service for carpooler and vanpoolers originating in Prince William Co., Manassas, and Manassas Park	http://omniride.com/ridesharing/

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
State/Multi-jurisdictional	Fairfax, Loudoun, and Prince William Counties	VDOT/NOVA	Park-and-Ride Lots	Demand/operational	Commuter Park-and-Ride lots	Provides and maintains numerous free park-and-ride lots	http://www.virginiadot.org/travel/parkride/home.asp
State/Multi-jurisdictional	Fairfax, Loudoun, and Prince William Counties	VDOT/NOVA	Bicycle Lockers	Demand/operational	Bicycle Locker Rental Program	Provides reserved bicycle lockers at several Park-and-Ride lots for an annual rental fee	http://www.virginiadot.org/travel/nova-mainBicycle.asp
State/Multi-jurisdictional	Northern Virginia	MWAA	HOV Lanes	Demand	Dulles Toll Road HOV Lanes	Lanes available to rideshares, Those carpooling and vanpooling, and transit vehicles	www.mwaa.com
Multi-jurisdictional	Northern Virginia	PRTC in cooperation with NVTC and GWRC	Vanpool Programs	Demand	Vanpool Alliance	Organizes private vanpool providers for NTD reporting. Provides support, ridematching, and general marketing for vanpools in the region.	www.vanpoolalliance.org

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
Multi-jurisdictional	Prince William County, Cities of Manassas and Manassas Park	PRTC	Employer Outreach	Demand	Omni SmartCommute	Provides outreach and support to area employers seeking to implement employee commute assistance programs.	http://www.prtctransit.org/special-programs/employer-services.php
State/Local	NOVA	VDOT/Local	Bike Lanes	Demand	Road Diet	Improve safety and mobility	none
County	Throughout Montgomery County	Montgomery County, MD	Park-&-Ride lots: Provision, maintenance & improvements	Demand	Montgomery County Park-and-Ride Lots	Provide park-and-ride lot information in the County.	https://www.montgomerycountymd.gov/dot-dir/Resources/Files/commuter/ParkRideLotGuide-rev-Oct2014.pdf
County	Throughout Montgomery County	Montgomery County, MD	Public Transportation	Demand	Ride On (local bus)	Provides public bus service in Montgomery County. Connects to Metrorail and Metrobus	https://www.montgomerycountymd.gov/DOT/ride.html
County	Throughout Montgomery County MD	MCDOT/Commuter Services Section	Alternative Commute Programs	Demand	MCDOT TDM Programs & Services - available throughout the County	Provides information on alternative commute options: carpooling, biking, employer incentives, all other TDM services & strategies	http://www.montgomerycountymd.gov/commute

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
County	Throughout Montgomery County MD	MCDOT/ Commuter Services Section & other offices within MCDOT; M-NCPPC	Growth Management	Demand	TDM for Development Review	Coordinates TDM strategies required in new developments	http://www.montgomerycountymd.gov/commute
County	Throughout Montgomery County MD	MCDOT/ Commuter Services Section & Traffic Engineering Div./Bikeways	Alternative Commute Programs – Bicycling	Demand	Bicycling Resources	Bike/transit maps for County and individual service areas. Bike resources	http://www.montgomerycountymd.gov/commute http://www2.montgomerycountymd.gov/DOT-DTE/BikeWays/BWHome.aspx
County	Throughout Montgomery County MD	MCDOT/ Commuter Services Section	Telework Incentive Program	Demand	Telework Resources	Laptops and consulting services available to employers exploring or adopting telework	http://www.montgomerycountymd.gov/commute
County	Throughout Prince George's County	Prince George's County Dept. of Public Works and Trans.	Alternative Commute Programs	Demand	Prince George's County Ride Smart Commuter Solutions	Provides information on commuter services available in Prince George's County.	http://www.ridesmartsolutions.com/

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
County	Throughout Prince George's County	Prince George's County Dept. of Public Works and Trans.	Park-and-ride lot improvements	Demand	Prince George's County Park-and-Ride Lots	There are 15 free park-and-ride lots available in Prince George's County.	https://www.princegeorgescountymd.gov/1134/Park-Ride
County	Throughout Prince George's County	Prince George's County Dept. of Public Works and Transport.	Improving accessibility to multimodal options	Demand	Prince George's County Call-A-Bus	Bus service available to all residents of Prince George's County who are not served by existing bus or rail.	https://www.princegeorgescountymd.gov/1138/Call-a-Bus
County	Throughout Frederick County	Frederick County, MD	Public Transportation Improvements	Demand	TransIT Services of Frederick County	Public bus and paratransit services.	https://frederickcountymd.gov/105/TransIT
County	Throughout Frederick County	Frederick County, MD	Alternative Commute Programs	Demand	TransIT Rideshare (a program within TransIT Services of Frederick County)	TransIT also offers information on alternative commute programs.	https://frederickcountymd.gov/105/TransIT
County	Throughout Frederick County	Frederick County, MD	Alternative Commute Programs	Demand	Employer Connection (a program of TransIT Services of Frederick County)	Help business and employees find best transportation solutions	https://frederickcountymd.gov/105/TransIT
County	Throughout Frederick County	Frederick County, MD	Alternative Commute Programs	Demand	Frederick County Rideshare and Employer Outreach	Provides information on alternative commute programs, and local and regional public transit. Work with Employers to develop commute strategies at their locations.	https://www.frederickcountymd.gov/208/Commuter-Services-Regional-Transportatio

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
County	Throughout Fairfax County	Fairfax County, VA	Public Transportation Improvements	Demand	Fairfax Connector (local bus)	Public bus system in Fairfax County. Connects to Metrorail and bus.	http://www.fairfaxcounty.gov/connector/
County	Throughout Fairfax County	Fairfax County, VA	Alternative Commute Programs	Demand	Fairfax County Commuter Services Program	Provides information on alternative commute programs, and helps business and employees	https://www.fairfaxcounty.gov/transportation/commuter-services
County	Throughout Fairfax County	Fairfax County, VA	Alternative Commute Programs	Demand	Fairfax County Bicycle and Pedestrian Programs	A comprehensive bicycle initiative and program committed to making Fairfax County bicycle and pedestrian friendly	https://www.fairfaxcounty.gov/transportation/bike-walk
County	Throughout Fairfax County	Fairfax County, VA	Employer Awards	Demand	Fairfax County Best Workplaces for Commuters Awards	National & local recognition awards for Fairfax County employers who have established level 3 or 4 TDM programs	http://www.bestworkplaces.org/employers/fairfax/
County	Throughout Fairfax County	Fairfax County, VA	Transit	Demand	Fairfax Transit	Study countywide transit needs	https://www.fairfaxcounty.gov/transportation/sites/transp/ortation/files/assets/docume/nts/pdf/transportation%20nr https://www.arlingtontransit.com/
County	Throughout Arlington County	Arlington County, VA	Public Transportation Improvements	Demand	Arlington Transit (ART)	Public bus service in Arlington. Connects to Metrorail and bus.	https://www.arlingtontransit.com/
County	Throughout Arlington County	Arlington County, VA	Alternative Commute Programs	Demand	Arlington County Commuter Services	Provides information on alternative commute programs, and public transit.	https://www.commuterpage.com/about/arlington-county-commuter-services/

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
County	Throughout Arlington County	Arlington County, VA	Pedestrian, Bicycle and Multimodal Improvements	Demand	Arlington's BikeArlington	Initiative to encourage more people to bike often.	http://www.bikearlington.com/
County	Throughout Arlington County	Arlington County, VA	Alternative Commute Programs	Demand	Arlington's Car-Free Diet	Promotes alternative commute methods.	http://www.carfreediet.com/
County	Throughout Arlington County	Arlington County, VA	Promote Alternate Modes	Demand	WALKArlington	Promotes walking as an alternative mode.	http://www.walkarlington.com/
County	Throughout Arlington County	Arlington County, VA	Alternative Commute Programs	Demand	Arlington County's CommuterPage.com	Provides information on transportation options in Arlington and the DC area.	http://www.commuterpage.com/
County	Throughout Arlington County	Arlington County, VA	Growth Management	Demand	Arlington County's TDM Management for Site Plan Development	Coordinates site plan development (proposed land use) with commuter and transit services.	http://www.commuterpage.com/TDM/
County	Throughout Loudoun and from Loudoun to DC	Loudoun County, VA	Public Transportation	Demand	Loudoun County Transit	Commuter bus service from Loudoun Co. to Arlington and downtown DC.	https://www.loudoun.gov/transit
County	Throughout Loudoun County	Loudoun County, VA	Park-and-ride lot improvements	Demand	Loudoun's Free Park-and-Ride lots	Free park-and-ride lots are available throughout the County.	https://www.loudoun.gov/242/Park-Ride-Lots
County	Throughout Loudoun County	Loudoun County, VA	Alternative Commute Programs	Demand	Loudoun's Commuting options	Provides information on alternative commute programs and transit options.	https://www.loudoun.gov/commute

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
County	Throughout Loudoun County	Loudoun County, VA	Employer Outreach/ Services	Demand	Loudoun's Employer Services	Helps businesses identify commuting solutions for employees in Loudoun County	https://www.loudoun.gov/283/Employer-Services
County	Throughout Southern Loudoun and in Northern Loudoun to Purcellville	Virginia Regional Transit (in cooperation with Loudoun Co.)	Local Fixed Route Bus Service	Demand	Loudoun County	Public bus service within Loudoun County.	https://www.loudoun.gov/buses
City	The length of College Park, MD	City of College Park, MD	Pedestrian, Bicycle and Multimodal Improvements	Demand	College Park Trolley Trail	Trail is to run the length of the City of College Park, in the old trolley right-of-way.	http://www.thewashcycle.com/college_park_trolley_trail/
City	Throughout Greenbelt	City of Greenbelt, MD	Public Transportation Improvements	Demand	Greenbelt Connection	A local bus in Greenbelt; runs upon request.	http://www.greenbeltmd.gov/public_works/connection.htm
City	Throughout City of Frederick	City of Frederick, MD	Pedestrian, Bicycle and Multimodal Improvements	Demand	Frederick Shared use paths	Promotes the use of, and creates new shared use paths.	https://www.cityoffrederick.com/232/Transportation

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
City	Throughout Alexandria	City of Alexandria, VA	Alternative Commute Programs	Demand	Local Motion	Promotes use of alternative modes.	www.Alexandriava.gov/LocalMotion
City	Throughout Alexandria	City of Alexandria, VA	Public Transportation Improvements	Demand	Alexandria DASH	Local bus system. Connects to Metrobus and Metrorail, VRE, and other local bus systems.	http://www.dashbus.com/
City	Throughout Alexandria	City of Alexandria, VA	Growth Management	Demand	Transportation Management Plans for Site Plan Developments	Coordinates site plan development (proposed land uses) with commuter and transit services.	www.Alexandriava.gov/6556
City	Throughout Alexandria	City of Alexandria, VA	Improving accessibility to multimodal options	Demand	Alexandria Transit Store	Provides resources and retail transactions for multimodal travel	www.Alexandriava.gov/11144
City	Throughout City of Fairfax	City of Fairfax, VA	Public Transportation Improvements	Demand	City of Fairfax's CUE	Public bus service within City of Fairfax. Also connects to Vienna Metrorail station.	https://www.fairfaxva.gov/government/public-works/transportation-division/cue-bus-system

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
Local / Corridor- based	Along the corridor between Baltimore and DC	BWI Business Partnership	Alternative Commute Programs	Demand	BWI Business Partnership Commuter Resources	Provides information on commuter programs available to the BWI area.	http://www.bwipartner.org/index.php?option=com_content&task=view&id=21&Itemid=59
Local / Corridor- based	Downtown Bethesda Transportation Management District (TMD)	MCDOT/ Commuter Services Section with contractor: Bethesda Transportation Solutions (BTS)	Alternative Commute Programs	Demand	Bethesda TMD	Provides information on alternative commute options: carpooling, biking, employer incentives	http://www.bethesdatransit.org/
Local / Corridor- based	Downtown Bethesda Transportation Management District (TMD)	MCDOT with contractor: Bethesda Urban Partnership (BUP)	Public Transportation Improvements	Demand	Bethesda Circulator	Downtown Bethesda Circulator Bus	https://www.bethesda.org/bethesda/bethesda-circulator
Local / Corridor- based	North Bethesda TMD	MCDOT/ Commuter Services Section with contractor: North Bethesda Transportation Center	Alternative Commute Programs	Demand	N. Bethesda TMD	Provides information on alternative commute options: carpooling, biking, employer incentives	http://www.nbtc.org

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
Local / Corridor- based	Friendship Heights TMD	MCDOT/ Commuter Services Section (CSS)	Alternative Commute Programs	Demand	Friendship Heights TMD	Provides information on alternative commute options: carpooling, biking, employer incentives	http://www.montgomerycountymd.gov/commute
Local / Corridor- based	Silver Spring TMD	MCDOT/ Commuter Services Section (CSS)	Alternative Commute Programs	Demand	Silver Spring TMD	Provides information on alternative commute options: carpooling, biking, employer incentives	http://www.montgomerycountymd.gov/commute
Local / Corridor- based	Greater Shady Grove TMD	MCDOT/ Commuter Services Section (CSS)	Alternative Commute Programs	Demand	Greater Shady Grove TMD	Provides information on alternative commute options: carpooling, biking, employer incentives	http://www.montgomerycountymd.gov/commute
Local / Corridor- based	Loudoun, Fairfax, and Prince William Counties	Dulles Area Transportation Association (DATA)	Alternative Commute Programs	Demand	DATA Commuter Resources	Advocates for alternative commute programs, transit needs, and transit-oriented development.	http://www.datatrans.org/about.html
Local / Corridor- based	Reston	LINK	Alternative Commute Programs	Demand	Reston's LINK Commuter Resources	Provides information on carpooling, vanpooling, and regional bus schedules.	http://www.linkinfo.org/index.cfm
Local / Corridor- based	Tyson's Corner area	Tyson's Transportation Association (TYTRAN)	Alternative Commute Programs	Demand	TYTRAN's Commuter Resources	Provides information on carpooling, vanpooling, park-and-ride lots, and telework locations.	https://www.tysonpartnership.org/transportation/

Geography	Location	Local Jurisdiction / Organization	Strategy Name	Operational or Demand Mngt. Strategy	Project/Program Name	Description	Website
Local / Corridor- based	Northern VA - Loudoun, Fairfax, Prince William	Northern Virginia Transportation Commission (NVTC)	Public Transportation Improvements	Demand	NVTC Programs	NVTC has innovative programs supporting transit	http://www.novatransit.org/programs/
Local / Corridor- based	Eastern Arlington's Potomac Yard neighborhood	Full Access Solutions in Transportation (FAST) for Potomac Yard	Growth Management	Demand	Non-profit, developer-initiated FAST	Aims at reducing single-occupant trips to the growing Potomac Yard area. Promotes transit, biking, walking. Offers discounted Metrobus shuttle.	https://fastpotomacyard.com/