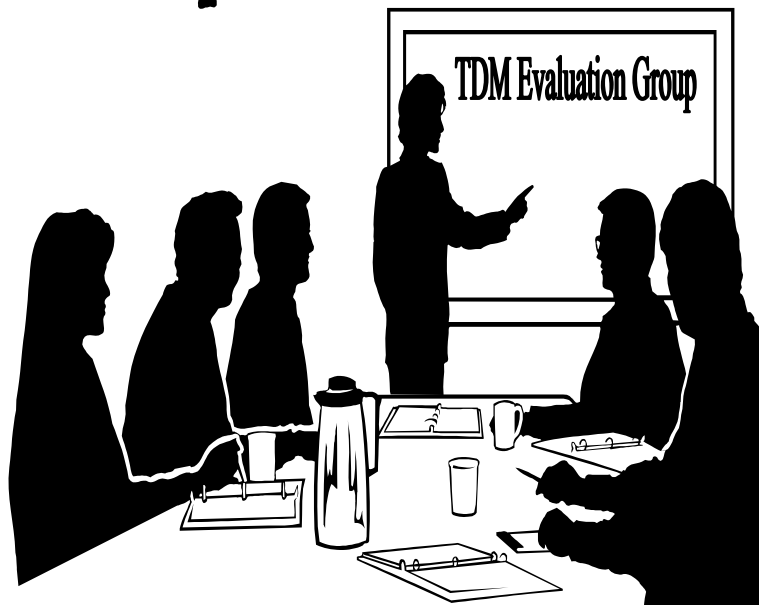


HANDOUTS

from previous meeting



April 18, 2006

ITEM 10 - Action

April 19, 2006

Approval of Scope of Work for the
Air Quality Conformity Assessment for the
2006 CLRP and the FY 2007-2012 (TIP)

Staff

Recommendation: Receive briefing on the comments received and recommended responses, and approve the enclosed scope of work for the air quality conformity analysis for the 2006 CLRP and the FY 2007-2012 TIP.

Issues: None

Background: At the February 15 meeting, the Board was briefed on the draft scope of work, which was released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 9. Because additional information on the scope of work was received after February 9, the public comment period was extended by releasing the revised scope of work at the March 9 CAC meeting. This extended public comment period closed on April 10.

Public comments are posted as they are received on the COG web site at <http://www.mwcog.org/transportation/public/comments.asp> Board members are invited to review these comments on the web. Staff will prepare draft responses to comments received through the close of the public comment period on April 10, and e-mail them to Board members

EXHIBIT 2
Schedule
For the 2006 Constrained Long-Range Transportation Plan (CLRP) and
FY 2007 – 2012 Transportation Improvement Program (TIP)

*November 16, 2005	TPB Reviews Draft Call For Projects (formerly called the "Solicitation Document")
*December 21, 2005	TPB Releases Final Call For Projects
December 21, 2005	Transportation Agencies Begin Submitting Project Information through Database Application
February 3, 2006	<u>DEADLINE:</u> Transportation Agencies Complete On-Line Project Submissions
February 9, 2006	Plan and TIP Project Submissions and Draft Scope of Work for Conformity Assessment Released for Public Comment
*February 15, 2006	TPB Briefed on Project Submissions and Scope of Work
March 9, 2006	Updated Project Submission Information and Draft Scope of Work Released for Public Comment
*March 15, 2006	TPB Briefed on Project Submissions and Scope of Work
April 10, 2006	Public Comment Period Ends
*April 19, 2006	TPB Reviews Public Comments and is asked to Approve Scope of Work and Project Submissions for Inclusion in the Air Quality Conformity Analysis
*July 19, 2006	TPB Receives Status Report on the Conformity Assessment, Draft Plan and TIP
September 14, 2006	Draft Conformity Assessment and Draft Plan and TIP Released for Public Comment (Public-friendly materials are provided to facilitate public comment)
*September 20, 2006	TPB Briefed on the Conformity Assessment and the Plan and TIP
October 14, 2006	Public Comment Period Ends
*October 18, 2006	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft Conformity Assessment and the Draft Plan and TIP for Adoption
*TPB Meeting	

**NATIONAL CAPITAL REGION TRANSPORTATION
PLANNING BOARD (TPB)**

Call for Projects

**For the 2006 Constrained Long-Range Transportation
Plan (CLRP) and Fiscal Year 2007 - 2012 Transportation
Improvement Program (TIP)**

December 21, 2005

TERM REPORTING

Federal regulations require the timely implementation of TERMS (CMAQ funded, non-CMAQ funded and NOx mitigation measures). If the implementation of programmed TERMS falls behind schedule, the regulations state "that all State and local agencies with influence over approvals of funding for TERMS [should give] maximum priority to approval or funding of TERMS over other projects within their control". To address these requirements, please provide a brief statement describing the status of each TERM programmed in previous TIPs. This applies to those projects not yet fully implemented and reported as such in the TERM tracking sheet developed as part of the CLRP and TIP. Include any changes in the scheduling or implementation of these TERMS. Your submissions will be used to update the "TERM Tracking Sheet" for analysis years 2010, 2020 and 2030. For information purposes, last year's "TERM Tracking Sheet" is attached.

TERM TRACKING SHEET - CURRENT MEASURES
IMPLEMENTATION: YEAR 2000 AND LATER
Credits are taken in Air Quality Conformity Analysis FY 2005-2010

NON CREDIT TAKEN	TIP	CREDITED AGENCY	PROJECT	IMPLEMENTATION STATUS			ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED						Project Category *
				FULL	SCALED-BACK	UNDERWAY			2010		2020		2030		
									VOC	NOX	VOC	NOX	VOC	NOX	
9	X	MDOT	Park & Ride Lot - MD 210/ MD 373	X			2003	0.0006	0.0014	0.0004	0.0006	0.0004	0.0006	C	
19	X	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X			2002-2003	n/a	n/a	n/a	n/a	n/a	n/a		
20	X	ALEX	King St Metrorail access improvements		X		2002-04-05	0.0011	0.0014	0.0007	0.0006	0.0008	0.0009	C	
39	X	MDOT	Signal Systems - MD 285 - Easton Way to MD 355	X			Pre-2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
39	X	MDOT	Signal Systems - MD 365 - I-70 ramps to Grove Rd	X			n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
44	X	MDOT	Signal Systems - MD 410 - 62nd Ave to Riverdale Rd	X			2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
48	X	MDOT	MARC Replacement Coaches	X			2004	0.0006	0.0014	0.0004	0.0006	0.0012	0.0018	C (TCM)	
49	X	MDOT	MARC Expansion Coaches	X			2004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C (TCM)	
51	X	VDOT	Alexandria Telecommuting Pilot Program	X			2000 & 2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
52	X	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)		X		2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
54	X	VDOT	City of Fairfax Bus Shelters		X		2004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C (TCM)	
56	X	VDOT	Cherry Hill VRE Access		X		2007	0.0040	0.0114	0.0026	0.0047	0.0023	0.0047	C (TCM)	
58	X	WMATA	Bus Replacement (172 buses)		X		1998	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	SP (TCM)	
59	X	MCG	Shady Grove West Park and Ride		X		2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
60	X	MCG	White Oak Park and Ride		X		2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
61	X	MCG	Bicycle Facilities		X		FY99	0.0017	0.0009	0.0011	0.0004	0.0012	0.0006	C	
62	X	MCG	Pedestrian Facilities to Metrorail		X			0.0029	0.0036	0.0018	0.0016	0.0015	0.0021	C	
63	X	MDOT	MARC Replacement Coaches	X			2004	0.0023	0.0057	0.0015	0.0024	0.0031	0.0059	C	
64	X	MDOT	MARC Expansion Coaches	X			2004	0.0183	0.0493	0.0118	0.0205	0.0283	0.0482	C (TCM)	
66	X	VDOT	Commuter Lots - District Wide		X		1995-2000	0.0063	0.0156	0.0040	0.0065	0.0052	0.0157	C	
67	X	VDOT	US&A and Springfield Park and Ride	X			2000 end	0.0057	0.0095	0.0037	0.0039	0.0039	0.0059	C	
68	X	VDOT	White Ridge Park and Ride (now called Tacketts Mill lot)	X			1999-2003	0.0000	0.0047	0.0000	0.0020	0.0000	0.0030	C	
69	X	VDOT	Bicycle Trails and Facilities		X		various	0.0011	0.0081	0.0007	0.0034	0.0074	0.0053	C	
70	X	VDOT	Metrorail Access to Metrorail Stations		X		various	0.0003	0.0005	0.0002	0.0002	0.0004	0.0006	C	
71	X	VDOT	US&A access at Monument Dr.	X			1997	0.0057	0.0095	0.0037	0.0039	0.0039	0.0059	C	
72	X	DC	Bicycle Facilities		X		various	0.0137	0.0095	0.0008	0.0039	0.0083	0.0065	C	
73	X	REGION	CGS Regional Ridesharing Support	X			2000-2009	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP - Specific Vehicle Type, TCM - Transportation Control Measures

**TERM TRACKING SHEET - CURRENT MEASURES
IMPLEMENTATION: YEAR 2000 AND LATER**

Credits are taken in Air Quality Conformity Analysis FY 2005-2010

* Project Category: TR - Traffic Signal, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP - Specific Vehicle Type, TCM - Transportation Control Measures

NO. CREDIT TAKEN	TP CREDITED AGENCY	PROJECT	IMPLEMENTATION STATUS			ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED						Project Category *
			FULL	SCALED-BACK	UNDERWAY			2010 VOC	2010 NOX	2020 VOC	2020 NOX	2030 VOC	2030 NOX	
74	X	1995-00 REGION	M-47 Integrated Ridesharing	X			on-going	0.0264	0.0493	0.0165	0.0206	0.0139	0.0172	C
75	X	1995-00 REGION	M-92 Telecommuting Support	X			on-going	0.2069	0.3951	0.1763	0.2236	0.1839	0.2374	C
77		1998-01 VDOT	Dorcas Street Pedestrian Bridge			2005	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
79	X	1998-01 VDOT	Fairfax County Bus Shelters (30 shelters with project #85)		X	1999	Summer 2001	0.0311	0.0914	0.0007	0.0006	0.0008	0.0009	C
81	X	1998-01 VDOT	Arlington County Metrocheck Program	X		1997	1997 Ongoing	0.0111	0.0014	0.0007	0.0006	0.0004	0.0009	C
82	X	1998-01 VDOT	Old Dominion Drive Bike Trail		X	2000	2004	0.0355	0.0005	0.0034	0.0002	0.0004	0.0003	C
83	X	1998-01 WMATA	Bus Replacement (see line 58, above)	X			1998	Credit taken in line 58, above						SP
85	X	1998-01 VDOT	Fairfax County Bus Shelters (30 shelters with project #79)		X	1999	2001	0.0306	0.0005	0.0004	0.0002	0.0004	0.0009	C
90	X	1998-01 REGION	M-47c Employer Outreach / Guaranteed Ride Home	X			on-going	0.3460	0.5748	0.2208	0.2395	0.1777	0.1989	C
91	X	1998-01 REGION	M-70a Bicycle Parking		X	1999		0.0040	0.0033	0.0026	0.0014	0.0039	0.0030	C
92	X		M-92 Telecommuting Support ¹	Combined with item #75										C
95	X	1997-02 MCG	Germanatown Transit Center		X	2004		0.0029	0.0090	0.0018	0.0038	0.0019	0.0053	C (TCM)
102	X	1997-02 PG	Prince George's County Bus Replacement	X		1998	1998	0.0030	0.0090					SP (TCM)
106	X	1997-02 VDOT	PRTC Employee Commuting Outreach Program	X			1977 on-going	0.0011	0.0002	0.0007	0.0001	0.0008	0.0003	C
107	X	1997-02 VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X			1977 on-going	0.0000	0.0002	0.0000	0.0001	0.0000	0.0003	C
108	X	1997-02 MDOT	M-103 Taxicab Replacement in Maryland ²		X	1999	On-going	0.0797	0.2675	0.1340	0.1827	0.3120	0.4810	SP
109	X	1997-02 REGION	M-70b Employer Outreach for Bicycles	X		1998	on-going	0.0007	0.0007	0.0025	0.0035	0.0003	0.0002	C
110		1997-02 VDOT	M-70b Vanpool Incentive Programs in Virginia		X	1999	delayed	n/a	n/a	n/a	n/a	n/a	n/a	C
111	X	1998-03 WMATA	Bus Replacement (108 buses)	X		1999	1999	0.0450	0.1617					SP
112	X	1998-03 MCG	Montgomery County Bus Replacement	X				0.0080	0.0270					SP
113	X	1998-03 PG	Prince George's County Bus Replacement	X		1998	1998	0.0010	0.0020					SP
114	X	1998-03 FDC	Frederick County Bus Replacement	X				0.0010	0.0000					SP
117	X	1998-03 VDOT	Arlington County Four Mile Run Bike Trail		X	1999	delayed	0.0006	0.0005	0.0004	0.0002	0.0004	0.0003	C
118	X	1998-03 VDOT	Northern Virginia Turn Bays	X		2000	1998	0.0006	0.0006	0.0004	0.0003	0.0008	0.0003	TR
119	X	1998-03 VDOT	Fairfax City Bus Replacement		X	2001	2003	n/a	n/a					SP
121	X	1998-03 WMATA	WMATA Bus Replacement (232 buses)	X		2001	2001	0.1050	0.3860					SP
122	X	97 & 98 TR REGION	M-101a Mass Marketing Campaign (Consumer Various Park and Ride Lots) (124, 450 & 1-170 MD-75, 54 spaces)		X		Underway	0.1479	0.2237	0.0952	0.0973	0.0752	0.0807	C
123	X	1999-04 MDOT		X		2001/1999	2001	0.0246	0.0171	0.0329	0.0071	0.0039	0.0136	C

TERM TRACKING SHEET - CURRENT MEASURES

IMPLEMENTATION: YEAR 2000 AND LATER

Credits are taken in Air Quality Conformity Analysis FY 2005-2010

* Project Category: TR - Traffic; Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP - Specific Vehicle Type, TCM - Transportation Control Measures

NO. CREDIT TAKEN	TIP	CREDITED AGENCY	PROJECT	IMPLEMENTATION STATUS			ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS-DAY REDUCTION CREDITED												Project Category *	
				FULL	SCALED-BACK	UNDERWAY			REM	2010				2020				2030				
										VOC	NOX	CO	PM	VOC	NOX	CO	PM	VOC	NOX	CO		PM
124	X	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301, US301)	X			2003	2002	0.0370	0.0317	0.00347	0.0038	0.0079	-0.0014	TR						
125	X	1999-04	VDOT	Transit Center at 7 Corners	X			2002		0.0056	0.0039	0.0024	0.0004	0.0004	0.0006	C						
126	X	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X			2003	2002	0.0340	0.0050					SP						
127	X	1999-04	VDOT	VA 234 B ke Tra.		X		2001	2007	0.0303	0.0000	0.0033	0.0000	0.0000	0.0000	C						
128	X	1999-04	VDOT	PRTC Ridesharing	X			on-going	2000, on-going	0.0033	0.0000	0.0000	0.0000	0.0000	0.0000	C						
130	X	1996-01	VDOT	M-14; I-66 Feeder Bus Fire Buy Down	X			1998 onward	1998 onward	0.0143	0.0261	0.0092	0.0109	0.0081	0.0124	C						
131	X	2000-05	MDOT	Various park and Ride Lots	X			2002	2003	0.0040	0.0154	0.0025	0.0064	0.0038	0.0119	C						
132	X	2000-05	MDOT	Signal Systems	X			Varies	on-going	0.0017	0.0000	0.1244	0.0000	0.0007	0.0000	TR						
133	X	2000-05	VDOT	450 Spaces at Gambell/Hoopes Rds Park and Ride		X		2002	2004	0.0040	0.0085	0.0026	0.0036	0.0021	0.0041	C						
134	X	2000-05	VDOT	300 Spaces at Backlick Rd		X		2003	2003	0.0029	0.0062	0.0018	0.0026	0.0015	0.0030	C						
135	X	2000-05	VDOT	Accorink-Gateway Connector Trail		X		2002	2005	0.0040	0.0047	0.0026	0.0020	0.0018	0.0020	C						
136	X	2000-05	VDOT	Columbia Pike Trail		X		2000	2001, 2005	0.0034	0.0038	0.0022	0.0016	0.0014	0.0015	C						
137	X	2000-05	VDOT	Lee Highway trail		X		2003	2003	0.0017	0.0019	0.0011	0.0008	0.0006	0.0008	C						
138	X	2000-05	VDOT	Arlington Bus Shelter Improvements		X		2005	2005	0.0006	0.0009	0.0004	0.0002	0.0002	0.0002	C						
139	X	2000-05	VDOT	Pentagon Metrostation Improvements	X				2003	0.0046	0.0081	0.0029	0.0004	0.0022	0.0033	C						
140	X	2000-05	MDOT	East/West Intersection Improvements		X		2005	2005	0.0235	0.0119	0.0151	0.0049	0.0859	0.0337	C						
141	X	2001-06	Feds	Federal Transit/Ridesharing subsidy	X			on-going		0.0584	0.0905	0.0375	0.0377	0.0286	0.0313	C						
142	X	2002-07	WMATA	100 CNG buses	X			2002		0.0000	0.1358					SP (TCM)						
143	X	2002-07	WMATA	ULSD with CRT filters		X		on-going		0.2107	0.0000	0.4300	0.0000	0.4300	0.0000	H (TCM)						
144	X	2003-08	DC	Replicare-23 12 Taxicabs with CNG cabs		X		2005	2006	0.0089	0.0157					H						
145	X	2003-08	DC	D.C. Incident Response & Traffic Management System	X			2005	2004	0.0161	0.0414	0.0108	0.0206	0.0100	0.0168	TR						
146	X	2003-08	DC	Bicycle Lane in D. C. (35 Mile)		X		2005	2005	0.0095	0.0085	0.0081	0.0035	0.0046	0.0029	C (TCM)						
147	X	2003-08	DC	Bicycle Racks in D. C. (600)	X			2005	2004	0.0013	0.0009	0.0008	0.0004	0.0006	0.0003	C (TCM)						
148	X	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X			2005	2003	0.0020	0.0031	0.0013	0.0013	0.0010	0.0011	C (TCM)						
149	X	2003-08	DC	CNG Rental Cars (18)		X		2005	Removed	0.0000	0.0002					SP						
150	X	2003-08	DC	Sidewalks in D. C. (\$ 5 million)	X			2005	2004	0.0358	0.0555	0.0230	0.0231	0.0182	0.0192	C						
151	X	2003-08	DC	CNG Refuse Haulers (2)	X			2005	2004	0.0001	0.0020					H (TCM)						
152	X	2003-08	DC	Circulator /Feeder Bus Routes	X			2005	2003	0.0131	0.0200	0.0084	0.0083	0.0066	0.0069	C						

**TERM TRACKING SHEET - CURRENT MEASURES
IMPLEMENTATION: YEAR 2000 AND LATER**

Credits are taken in Air Quality Conformity Analysis FY 2005-2010

NOs TAKEN	CREDIT TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS			ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED								Project Category *
				FULL	SCALED- BACK	UNDER- WAY			REM.	2010 VOC	2010 NOX	2020 VOC	2020 NOX	2030 VOC	2030 NOX		
153	X	MDOT	Commuter Tax Credit		X		2005	n/a	0.0782	0.1223	0.0502	0.0509	0.0398	0.0422	C		
155		MDOT	Employer Vanpool Program (MWB)			X	2005	Removed	0.0018	0.0341					C		
156	X	MDOT	Green Line Link		X		2005	n/a	0.0226	0.0347	0.0016	0.0319	0.0313	0.0016	C		
157	X	MDOT	Park & Ride Lots - Southern Maryland		X		2005	2003/2005	0.0050	0.0109	0.0032	0.0345	0.0326	0.0338	C		
158	X	MDOT	Prince George's County Bus Exp		X		2005	n/a	0.0359	0.0657	0.0230	0.0273	0.0166	0.0228	C		
159	X	MDOT	MTA - Bus Service Expansion		X		2005	n/a	0.0081	0.0157	0.0052	0.0085	0.0042	0.0054	C		
160	X	MDOT	Ride-On - Super Discount		X		2005	n/a	0.0009	0.0014	0.0006	0.0006	0.0005	0.0005	C		
161	X	Regional	Regional Traveler Information Systems		X		2005		0.1012	0.5401	0.0682	0.2686	0.0686	0.2195	TR		
162	X	MDOT	Universal Transportation Access (MD + WMATA)		X		2005	n/a	0.0161	0.0249	0.0103	0.0104	0.0382	0.0386	C		
163	X	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X			2004		0.0346	0.0104	0.0029	0.0044	0.0025	0.0036	C (TCM)		
164	X	MCG	Bethesda Shuttle Bus Services	X			2004		0.0031	0.0348	0.0020	0.0020	0.0016	0.0016	C		
165	X	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X			2004		0.0296	0.0310	0.0004	0.0004	0.0003	0.0003	C		
166	X	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X			2004		0.0000	0.0001					SP		
167	X	MCG	Free Bus Service on Selected Routes on I-270	X			2004		0.0011	0.0017	0.0007	0.0020	0.0005	0.0006	C		
168	X	MCG	Annual Sidewalk Program	X			2004		0.0171	0.0264	0.0110	0.0110	0.0087	0.0091	C		
169	X	MDOT	Bethesda-Breeze/International Express Metrobus	X			2005	n/a	0.0037	0.0053	0.0024	0.0022	0.0019	0.0018	C		
170	X	MDOT	Georges Co. Shuttles at 3 PNR lot	X			2005	n/a	0.0088	0.0104	0.0057	0.0043	0.0043	0.0036	C		
171		MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)			X	2005	Removed	0.0057	0.0078	0.0037	0.0033	0.0029	0.0027	C		
172	X	MDOT	Sidewalks (Bike/Pedestrian) at/ near Rail Stations	X			2005	2002	0.0093	0.0147	0.0060	0.0061	0.0047	0.0051	C		
173	X	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X			2005	2004	0.0032	0.0017	0.0021	0.0007	0.0015	0.0005	C		
174	X	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X			2005	n/a	0.0028	0.0014	0.0018	0.0028	0.0013	0.0005	C		
175	X	MDOT	Maryland bus Transit Service Expansion	X			2005	2004	0.0141	0.0323	0.0091	0.0134	0.0070	0.0112	C		
176	X	VDOT	Universal Transportation Access Program		X		2005	2005	0.0012	0.0019	0.0008	0.0008	0.0005	0.0005	C		
177	X	VDOT	Interactive Rideshare & Kiosk Initiative		X		2005		0.0004	0.0007	0.0002	0.0003	0.0002	0.0002	C		
178	X	VDOT	Mobile Commuter Services		X		2005		0.0021	0.0039	0.0014	0.0016	0.0011	0.0014	C		
179	X	VDOT	Telework Incentive Program (Telework VA)	X			2005	2001	0.0037	0.0012	0.0005	0.0005	0.0004	0.0004	C		
180	X	VDOT	Commuter Choice		X		2005		0.0010	0.0014	0.0006	0.0006	0.0005	0.0005	C		
181	X	VDOT	Employer Shuttle Services		X		2005		0.0114	0.0166	0.0073	0.0069	0.0057	0.0057	C		

* Project Category: TR - Traffic Stream; C - Commute; H - Heavy Duty Vehicles (Engine Technology); SP - Specific Vehicle Type; TCM - Transportation Control Measures

TERM TRACKING SHEET - CURRENT MEASURES
IMPLEMENTATION: YEAR 2000 AND LATER
Credits are taken in Air Quality Conformity Analysis FY 2005-2010

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP - Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL									Project Category *								
					FULL	SCALED-BACK	UNDERWAY	REM		2010 VOC	2010 NOX	2020 VOC	2020 NOX	2030 VOC	2030 NOX	2010 VOC	2010 NOX	2020 VOC		2020 NOX							
																					DATE	DATE	DATE	DATE	DATE	DATE	DATE
184	X	2003-08	VDOT	Van Start / Van Share			X		2005	0.0014	0.0026															C	
185	X	2003-08	VDOT	Metro Shuttle Bus			X		2005	0.0012	0.0028	0.0038	0.0011	0.0006	0.0009												C
187	X	2003-08	VDOT	VRE Mid-Day Train Service			X		2005	0.0016	0.0029	0.0010	0.0012	0.0008	0.0010												C
190	X	2003-08	VDOT	Employer Varpool Program (Bridge deck)			X		2005	0.0009	0.0019																C
191	X	2003-08	VDOT	Town of Leesburg P&R Lot			X		2005	0.0019	0.0039	0.0012	0.0016	0.0010	0.0014												C
192	X	2003-08	VDOT	District-wide P&R Lots			X		2005	0.0113	0.0224	0.0072	0.0093	0.0059	0.0078												C
193	X	2003-08	VDOT	Additional Parking at 4 Metro stations			X		2005	0.0145	0.0333	0.0093	0.0139	0.0078	0.0116												C
196	X	2003-08	WMATA	64 CNG Buses (Purchased in 2001)			X		2005	0.0021	0.0870																SP (TCM)
197	X	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)			X		2003	0.0083	0.3400																SP
198	X	2003-08	WMATA	60 Engine Replacement (4Y 1992 & 1993 MY buses)			X		2004	0.0138	0.0755																SP
199	X	2003-08	WMATA	Car Sharing Program			X		2005	0.0008	0.0918	0.0035	0.0038	0.0004	0.0565												C
200	X	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bike Racks)			X		2005	0.0012	0.0019	0.0003	0.0008	0.0006	0.0007												C (TCM)
202		2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)			X		2005	0.0055	0.0133	0.0022	0.0031														SP
203	X	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses			X		2005	0.0000	0.2861	0.0030	0.0657														SP
204		2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)			X		2005	0.0075	0.0122	0.0048	0.0051	0.0038	0.0042												C
205	X	2003-08	MDOT	New Surface Parking at Transit Centers (600 spaces)			X		2005	0.0025	0.0360	0.0017	0.0025	0.0014	0.0021												C
206		2003-08	MDOT	Additional Bike Lockers at Metro-Stations			X		2005	0.0132	0.0209	0.0085	0.0087	0.0067	0.0072												C
207	X	2003-08	MDOT	Bike Facilities at P&R Lots or other similar location			X		2005	0.0093	0.0166	0.0060	0.0069	0.0048	0.0057												C
208		2003-08	MDOT	CNG Fueling Stations			X		2005	0.1270	0.1170																SP
209		2003-08	MDOT	Gas cap replacements (ROP Credit)			X		2005	N/A	N/A	N/A	N/A	N/A	N/A												SP
210		2003-08	MDOT	Gas can turnover (ROP Credit)			X		2005	N/A	N/A	N/A	N/A	N/A	N/A												SP
211	X	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)			X		2005	0.0014	0.0322	0.0039	0.0309	0.0007	0.0008												C (TCM)
212	X	2003-08	MDOT	Bike 1 Pedestrian Trail - Anacostia River Walk			X		2005	0.0006	0.0005	0.0004	0.0002	0.0003	0.0002												C
213		2003-08	MDOT	Transit Prioritization - Queue Jumps			X		2005	0.0031	0.0037	0.0020	0.0016	0.0015	0.0013												C
214	X	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion			X		2005	0.0546	0.0859	0.0351	0.0356	0.0278	0.0297												C
215	X	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)			X		2005	0.0360	0.0087	0.0338	0.0336	0.0030	0.0030												C
216	X	2003-08	MDOT	Telecommuting Expansion ¹			X		2005	0.0845	0.1208	0.0414	0.0503	0.0336	0.0419												C
217		2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles			X		2005	0.0237	0.1300																H
218	X	2003-08	VDOT	MV-92 Telecommuting Program - Expanded ¹			X		2005	0.0689	0.1291	0.0442	0.0537	0.0359	0.0447												C
219	X	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees ²			X		2003	0.0153	0.0237	0.0098	0.0309	0.0078	0.0082												C
220	X	2003-08	REGION	Signal System Optimization			X		2005	0.4272	0.1510	0.2879	0.0751	0.2896	0.0613												TR
										Available Emissions Credits	2.467	5.072	1.826	1.436	1.689	1.319											

TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only)

Credited in Air Quality Conformity Analyses (calendar years 1993-2004)
(TRACKING SHEET)

Project Category	TR	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS			ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED						Project Category		
					FULL	SCALED-BACK	UNDERWAY		REM	2010		2020		2030			
										VOC	NOx	VOC	NOx	VOC		NOx	
		X	M-24 Speed Limit Adherence														
221		X	M-24 Speed Limit Adherence														
222		X	Rock Spring Park Pedestrian Amenities														
223		X	Olney Transit Center Park and Ride														
224		X	Damascus Park and Ride														
225		X	M-103 Taxicab Replacement (DC)														
226		X	STADIUM ANALYSIS														
227		X	M-103 Taxicab Replacement (MD)														
228		X	Shady Grove West Transit Center Park and Ride														
229		X	Olney Transit Center Park and Ride														
230		X	White Oak Park and Ride														
231		X	Damascus Park and Ride														
232		X	Four Corners Transit Center														
233		X	Burtonsville Transit Center														
234		X	Silver Spring Transit Center														
			Shady Grove Parking Construction														
PLAN TOTAL									-0.0066	0.5994	0.1743	0.5621	0.3516	0.6804			
GRAND TOTAL (Current Measures * CLRP Plan)									2.460	5.671	2.000	1.998	2.041	1.999			

DEFINITIONS:

CREDIT TAKEN (X means emissions reduction credits taken):

TIP - Emissions credits are taken for projects being implemented, according to the progress reporting schedules provided by the implementing agencies (contained in Appendix J of Conformity Document). No credit has been taken for projects in which only some components of the measure have been implemented.
CLRP - Credit is taken for each of these elements of the CLRP according to the schedule provided by the implementing agency.

IMPLEMENTATION STATUS:

FULL = project is completed as planned at the time of analysis.
SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)
UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)
REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:

PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)
ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED

projects

- 1 Emissions credits are not counted in total available emissions credits
- 2 Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75
- Line item 108 & 219 credits are taken only for year 2010

COMMUTER CONNECTIONS TERM EVALUATION SCHEDULE

TARGET DATE: JUNE 2008

<u>Measure</u>	<u>Data Collection Activity</u>	<u>Deadline(s)</u>	<u>Est. Contractor Cost</u>	<u>FY Completion</u>
Telework	2007 State of the Commute	January 2007		FY07 and FY08
	Telework Center Occupancy Rates	Fall 2007 and 2008	\$10,000	FY07 and FY08
	Employer Survey	January 2008	\$5,000	FY08
Employer Outreach	Database Information From ACT!	December 2007	\$9,500	FY08
	Metrochek Sales Information from Metro (may include survey questionnaire to participating employers)	December 2007	\$10,000	FY08
Integrated Rideshare	Placement Rate Study for software Upgrades.	(see Commuter Operations Center)		
	Kiosk placements from Telephone survey.	January 2007 (Survey will be completed As part of State of the Commute)		FY07
	2007 State of the Commute	January 2007		FY07 and FY08

<u>Measure</u>	<u>Data Collection Activity</u>	<u>Deadline(s)</u>	<u>Est. Contractor Cost</u>	<u>FY Completion</u>
Guaranteed Ride Home (GRH)	Placement Rate Study (see Commuter Operations Center)			
GRH	In-depth GRH applicant survey	January 2007	\$20,000	FY07
Commuter Operations Center	Placement Rate Study	July – September 2005 3 rd Quarter Survey by Oct/Nov 2005	\$15,000	FY06
		July – September 2006 3rd Quarter Survey by Oct/Nov 2006	\$15,000	FY07
		July – September, 2007 3 rd quarter Survey by Oct/Nov 2007	\$15,000	FY08
Employer Outreach/ Bicycling	Bike To Work Day 2007 Participant Survey	November/Dec 2007	\$3,000	FY08
	State of the Commute	January 2007		FY07 & FY08
Mass-Marketing	State of the Commute	January 2007		FY07 & FY08
	Mini-Household Survey	January 2007	\$50,000	FY07
Bike To Work Day	2007 Participant Survey	Nov/Dec 2007	\$4,000	FY08

<u>Measure</u>	<u>Data Collection Activity</u>	<u>Deadline(s)</u>		<u>FY Completion</u>
InfoExpress Kiosk	2007 State of the Commute	January 2007		FY07 & FY08
ALL	Regional State of the Commute Survey	January 2007	\$400,000	FY07 & FY08
ALL	2005 TERM Analysis Report	January 2006	\$25,000	FY06
ALL	2008 TERM Analysis Report	December 2007	\$25,000	FY08
ALL	TDM Evaluation Framework Methodology	December 2006	\$25,000	FY07
Vanpool	(Baseline Survey New Van Survey)	July 2003 January 2005	\$10,000 \$10,000	FY04) COMPLETED FY05 NOT COMPLETED

- ▶ *FY06 = July 1, 2005 – June 30, 2006*
- ▶ *FY07 = July 1, 2006 – June 30, 2007*
- ▶ *FY08 = July 1, 2007 – June 30, 2008*

TDM Evaluation Project Cost Estimates

Total Estimated Contractor Costs*

FY06 \$45,000 (includes \$25,000 for 2003-2005 TERM Analysis Report)
FY07 \$415,000

FY08 \$88,500

Estimated Overall Commuter Connections Budget:

FY06 \$6.0 M

FY07 \$6.0 M

FY08 \$4.5 M

Percent of FY Budget

FY06 <1%

FY07 7%

FY08 2%

**Although COG/TPB staff, indirect and direct costs and data and PC costs are not included in the contractor cost, the costs for these line item categories are already included in the CCWP Monitoring and Evaluation program element budgeting projections. These are CCWP activities that would normally occur and have already been budgeted in the overall tasks and product deliveries. Costs shown are estimates and may fluctuate due to contractor pricing, market place changes, and program demands.*

COMMUTER CONNECTIONS TERM EVALUATION SCHEDULE

TARGET DATE: JUNE 2008

<u>Measure</u>	<u>Data Collection Activity</u>	<u>Deadline(s)</u>	<u>Est. Contractor Cost</u>	<u>FY Completion</u>
Telework	2007 State of the Commute	January 2007		FY07 and FY08
	Employer Survey	January 2008	\$5,000	FY08
Employer Outreach	Database Information From ACT!	December 2007	\$9,500	FY08
GRH	In-depth GRH applicant Survey	January 2007	\$20,000	FY07
Commuter Operations Center	Placement Rate Study	July – September 2005 3 rd Quarter Survey by Oct/Nov 2005	\$15,000	FY06
		July – September, 2007 3rd quarter Survey by Oct/Nov 2007	\$15,000	FY08
Marketing Bike To Work Day	State of the Commute 2007 Participant Survey	January 2007 Nov/Dec 2007	\$4,000	FY07 & FY08 FY08
InfoExpress Kiosk	2007 State of the Commute	January 2007		FY07 & FY08
ALL	Regional State of the	January 2007	\$400,000	FY07 & FY08

<u>Measure</u>	<u>Commute Survey Data Collection Activity</u>	<u>Deadline(s)</u>		<u>FY Completion</u>
ALL	2005 TERM Analysis Report	January 2006	\$25,000	FY06
ALL	2008 TERM Analysis Report	December 2007	\$25,000	FY08
ALL	TDM Evaluation Framework Methodology	December 2006	\$25,000	FY07

- ▶ *FY06 = July 1, 2005 – June 30, 2006*
- ▶ *FY07 = July 1, 2006 – June 30, 2007*
- ▶ *FY08 = July 1, 2007 – June 30, 2008*

TDM Evaluation Project Cost Estimates

Total Estimated Contractor Costs*

FY06	\$45,000 (includes \$25,000 for 2003-2005 TERM Analysis Report)
FY07	\$415,000
FY08	\$88,500

Estimated Overall Commuter Connections Budget:

FY06	\$6.0 M
FY07	\$6.0 M
FY08	\$4.5 M

Percent of FY Budget

FY06	<1%
FY07	7%
FY08	2%

**Although COG/TPB staff, indirect and direct costs and data and PC costs are not included in the contractor cost, the costs for these line item categories are already included in the CCWP Monitoring and Evaluation program element budgeting projections. These are CCWP activities that would normally occur and have already been budgeted in the overall tasks and product deliveries. Costs shown are estimates and may fluctuate due to contractor pricing, market place changes, and program demands.*



**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD
COMMUTER CONNECTIONS PROGRAM**

**TRANSPORTATION EMISSION REDUCTION
MEASURE (TERM)
ANALYSIS REPORT
FY 2003-2005**

Prepared for:



Metropolitan Washington Council of Governments
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Washington, DC 20002-4239

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January 17, 2006

EXECUTIVE SUMMARY

BACKGROUND

This report presents the results of an evaluation of seven Transportation Emission Reduction Measures (TERMs), voluntary Transportation Demand Management (TDM) measures implemented by the National Capital Region Transportation Planning Board's Commuter Connections program at the Metropolitan Washington Council of Governments (COG) to support the Washington, DC metropolitan region's air quality conformity determination. This evaluation documents transportation and air quality impacts for the 36-month period between July 1, 2002 and June 30, 2005, for the following TERMS:

- **Metropolitan Washington Telework Resource Center (TRC)** – Provides information and assistance to commuters and employers to further in-home and telecenter-based telework programs
- **Expanded Telecommuting** – Provides individual assistance to selected employers to assist them to implement more extensive telework programs
- **Guaranteed Ride Home** – Provides free rides home in the event of a personal emergency or unscheduled overtime to commuters who use alternative modes to eliminate a barrier to the use of alternatives
- **Integrated Rideshare** – Improves access to alternative mode information through use of information kiosks, and provides transit and Park & Ride information to all commuters who receive a matchlist
- **Employer Outreach** – Provides regional outreach to encourage large, private sector employers voluntarily to implement worksite TDM strategies that will contribute to reducing vehicle trips to worksites
- **Employer Outreach for Bicycling** – Provides regional outreach to encourage employers to implement strategies that could increase employees' use of bicycling for commuting.
- **Mass Marketing** – 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.

COG's National Capital Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington, DC metropolitan region, adopted these TERMS, among others, in recent regional Transportation Improvement Programs (TIP) to help the region reach emission reduction targets that would maintain a positive air quality conformity determination for the region. It is also important to note that the regional travel demand model was calibrated and validated against the year 2000 traffic counts and regional emission credits are only taken for TERM benefits that occurred after the year 2000 in the regional TERM tracking sheet and may not be consistent with results in this report.

COG's Commuter Connections program, which also operates an ongoing regional rideshare program, is the central administrator of the seven noted above. Commuter Connections elected to include a vigorous evaluation element in the implementation plan for each of the adopted TERMS to develop information to be used to guide sound decision-making about the TERMS. This report summarizes the results of the TERM evaluation activities and presents the transportation and air quality impacts of the TERMS and the Commuter Operations Center (COC).

This evaluation represents a quite comprehensive evaluation for these programs. It should be noted that the evaluation still remains conservative in the sense that it includes credit only for impacts that can be reasonably documented with accepted measurement methods and tools. However, we also note that many of the calculations used survey data from surveys that are subject to statistical error rates.

A primary purpose of this evaluation was to develop useful and meaningful information for regional transportation and air quality decision-makers, COG staff, COG program funding agencies, and state and local commute assistance program managers to guide sound decision-making about the TERMS. The results of this evaluation will provide valuable information for regional air quality conformity, improve the structure and implementation procedures of the TERMS themselves, and to refine future data collection methodologies and tools.

SUMMARY OF RESULTS

The objective of the evaluation is to estimate reductions in vehicle trips (VT), vehicle miles traveled (VMT), and tons of Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOC) resulting from implementation of each TERM and compare the impacts against the goals established for the TERMS. The goals were based on stated preference surveys conducted in the early 1990's and anecdotal observations of other Transportation Demand Management programs in other parts of the country. Emission goals were originally set based on the Mobile 5 model which provided higher estimates for emission reductions compared to the recent Mobile 6 model.

The impact results for these measures are shown in Table A for each TERM individually. Results for all TERMS collectively and for the Commuter Operations Center (COC) are presented in Table B. Table C shows comparison's of results from the 2002 TERM Analysis Report to the 2005 report. As shown, the TERMS combined fell short of the goals set for the TERM programs combined: -27,415 vehicle trips reduced, -99,728 VMT reduced, -0.244 tons NO_x, and -0.229 tons VOC reduced. However, it should be noted that several of the TERMS met or exceeded the original program participation estimates.

When the COC results were added to the TERM impacts, it made up some, but not all, of the TERM deficits for vehicle trips and emissions reduced. The COC VMT reduction did make up for the TERM deficit, resulting in VMT impacts that exceeded the overall goal for the TERMS plus the COC. The totals for all Commuter Connections programs, compared to the goals, were: -20,352 daily vehicle trips, +96,123 daily VMT reduced, -0.107 daily tons of NO_x reduced, and -0.169 tons of VOC reduced.

Several TERMS met their individual impact goals, however. Estimated impacts for Employer Outreach were more than six times the goal for this TERM, due to both the large number of employers participating and the strong worksite commute programs implemented. Impacts for Employer Outreach for Bicycling and Integrated Rideshare also were well above the goals, although the goals for these TERMS were smaller than that for Employer Outreach. The COC also exceeded its goal, by more than 350%.

But impacts were well below the goals for the Telework Resource Center and Guaranteed Ride Home. The two new TERMS, Expanded Telecommuting and Mass Marketing, also missed their estimated targets.

The reasons for the shortfalls from the goals vary by TERM and are discussed in individual report sections on each TERM. As mentioned earlier, shortfalls were generally not due to low numbers of commuters participating in the TERM programs. Rather, shortfalls can be attributed primarily to lower than

expected levels of trip reduction realized by each participating commuter. At the time the goals were established, generally in 1997 or 1998, these assumptions were commonly used by TDM practitioners, so seemed reasonable for the TERM projections. But commute research conducted by Commuter Connections since that time has shown that these assumptions appear now to have been optimistic, with participating commuters reducing few trips per commuter, on average.

It is recommended that the transportation and emission goals for the Commuter Connections TERMS be reviewed and revised in light of cleaner vehicles, changes to vehicle technology, changes to the Mobile emissions model, and updated travel behavior information.

Table A
Summary of Results for Individual TERMS (7/02– 6/05) and Comparison to Goals

TERM	Participation ²⁾	Daily Vehicle Trips Reduced	Daily VMT Reduced	Daily Tons NOx Reduced	Daily Tons VOC Reduced
Metropolitan Washington Telework Resource Center ¹⁾					
2005 Goal	21,606	26,000	435,550	0.364	0.198
Impacts (7/02 – 6/05)	29,966	11,129	226,913	0.187	0.097
Net Credit or (Deficit)	8,266	(14,871)	(208,637)	(0.177)	(0.101)
Expanded Telecommuting					
2005 Goal	113,000	33,660	550,368	0.461	0.252
Impacts (7/02 – 6/05)	4,884	1,848	36,859	0.030	0.016
Net Credit or (Deficit)	(108,116)	(31,812)	(513,509)	(0.431)	(0.236)
Guaranteed Ride Home					
2005 Goal	35,000	44,070	661,150	0.558	0.312
Impacts (7/02 – 6/05)	34,800	11,847	334,088	0.239	0.105
Net Credit or (Deficit)	(200)	(32,223)	(327,062)	(0.319)	(0.207)
Integrated Rideshare					
2005 Goal	4,070	4,070	100,300	0.082	0.041
Impacts (7/02 – 6/05)	5,574	5,574	146,612	0.107	0.050
Net Credit or (Deficit)	1,504	1,504	46,312	0.025	0.009
Employer Outreach					
2005 Goal	251	13,100	196,400	0.166	0.093
Impacts (7/02 – 6/05)	886	81,150	1,339,818	1.036	0.526
Net Credit or (Deficit)	635	68,050	1,143,418	0.871	0.433
Employer Outreach-Bicycling					
2005 Goal	N/A	130	567	0.001	0.001
Impacts (7/02 – 6/05)	85	343	3,431	0.003	0.002
Net Credit or (Deficit)	85	213	2,864	0.002	0.001
Mass Marketing					
2005 Goal	15,527	25,575	375,975	0.318	0.179
Impacts (7/02 – 6/05)	10,370	7,299	132,861	0.101	0.050
Net Credit or (Deficit)	(5,157)	(18,276)	(243,114)	(0.217)	(0.129)

1) Impact represents portion of regional telecommuting attributable to TRC activities. Total telecommuting credited for conformity is higher than reported for the TRC.

2) Participation refers to number of commuters participating, except for the Employer Outreach and Employer Outreach-Bicycling TERMS. For these TERMS, participation equals the number of employers participating.

Table B
Summary of TERM and COC Results (7/02 – 6/05) and Comparison to Goals

TERM	Participation ¹⁾	Daily Vehicle Trips Reduced	Daily VMT Reduced	Daily Tons NOx Reduced	Daily Tons VOC Reduced
TERMS (seven TERMS collectively)					
2005 Goal		146,605	2,320,310	1.949	1.074
Impacts (7/02 – 6/05)		119,190	2,220,582	1.705	0.845
Net Credit or (Deficit)		(27,415)	(99,728)	(0.244)	(0.229)
Commuter Operations Center					
2005 Goal	60,000	2,720	83,204	0.067	0.032
Impacts (7/02 – 6/05)	143,326	9,783	279,055	0.204	0.092
Net Credit or (Deficit)	83,326	7,063	195,851	0.137	0.060
All TERMS plus COC					
2005 Goal		149,325	2,403,514	2.016	1.106
Impacts (7/02 – 6/05)		128,973	2,499,637	1.909	0.937
Net Credit or (Deficit)		(20,352)	96,123	(0.107)	(0.169)

- 1) Participation refers to number of commuters participating, except for the Employer Outreach and Employer Outreach-Bicycling TERMS. For these TERMS, participation equals the number of employers participating.

Table C
Summary of Results for Individual TERMS 7/02– 6/05 Compared to 7/99 – 6/02 ¹⁾

TERM	Daily Vehicle Trips Reduced	Daily VMT Reduced	Daily Tons NOx Reduced	Daily Tons VOC Reduced
Metropolitan Washington Telework Resource Center				
July 2002 – June 2005	11,129	226,913	0.187	0.097
July 1999 – June 2002	12,590	279,692	0.389	0.195
Change ²⁾	(1,461)	(52,779)	(0.202)	(0.098)
Expanded Telecommuting				
July 2002 – June 2005	1,848	36,859	0.030	0.016
July 1999 – June 2002	N/A	N/A	N/A	N/A
Change ²⁾	1,848	36,859	0.030	0.016

Table C
Summary of Results for Individual TERMS 7/02– 6/05 Compared to 7/99 – 6/02 ¹⁾

TERM	Daily Vehicle Trips Reduced	Daily VMT Reduced	Daily Tons NO_x Reduced	Daily Tons VOC Reduced
Guaranteed Ride Home				
July 2002 – June 2005	11,847	334,088	0.239	0.105
July 1999 – June 2002	6,803	202,058	0.240	0.105
Change ²⁾	5,044	132,030	(0.001)	0.000
Integrated Rideshare				
July 2002 – June 2005	5,574	146,612	0.107	0.050
July 1999 – June 2002	3,418	117,940	0.159	0.074
Change ²⁾	2,156	28,672	(0.052)	(0.024)
Employer Outreach				
July 2002 – June 2005	81,150	1,339,818	1.036	0.526
July 1999 – June 2002	71,267	1,107,698	1.473	0.755
Change ²⁾	9,883	232,120	(0.437)	(0.229)
Employer Outreach-Bicycling				
July 2002 – June 2005	343	3,431	0.003	0.002
July 1999 – June 2002	284	1,225	0.002	0.002
Change ²⁾	59	2,265	0.001	0.000
Mass Marketing				
July 2002 – June 2005	7,299	132,861	0.101	0.050
July 1999 – June 2002	N/A	N/A	N/A	N/A
Change ²⁾	7,299	132,861	0.101	0.050
Commuter Operations Center				
July 2002 – June 2005	9,783	279,055	0.204	0.092
July 1999 – June 2002	1,970	66,056	0.079	0.034
Change ²⁾	7,813	212,999	0.125	0.058

1) Comparisons are not shown to impacts for 1996 – 1999, due to significant methodology changes between the 1999 evaluation and the 2002 evaluation.

2) Change in emissions is due in part to changes in emission factors from 2002 to 2005. 2005 emission factors reflect lower emissions calculated in Mobile 6 mode.

Commuter Connections Work Program Progress Report

February 2006

PROGRAM HIGHLIGHTS

I. COMMUTER OPERATIONS CENTER

A. Local Agency Technical Assistance

The End User client reports were sent out to all client members the weeks of February 6th and 20th.

Client member assistance included the following:

Bethesda Transportation Solutions- Staff assisted in identifying commuters who had been purged from July 2004 until now and prepared a printout with over 1,300 commuters for BTS staff to review and identify which commuters, if any, needed to be retrieved into the CCRS database.

Fairfax County – Staff received confirmation from Fairfax County regarding duplicate records that needed to be retrieved. After further review of the list sent to RideSources staff, it was indicated to COG/TPB staff that retrievals would not be necessary. A new WASHCO.APR file was sent to IT staff at the County along with instructions for installation. Investigated an upload/download problem which was caused by a communications error. The problem was resolved.

Howard County – Staff completed the coding of Avenue scripts and testing for additional changes to letter templates requested.

North Bethesda – Staff worked on an issue with NBTMD staff on a commuter record that could not be deleted.

Prince George's County – Staff provided training on the CCRS to County staff on February 8th.

Rappahannock-Rapidan – Staff installed and tested the CCRS on a new laptop.

TransIT Services – Staff printed and sent labels for newsletter use.

Staff issued a call for volunteers to serve on the TDM Software System RFP Technical Selection Committee. The purpose of the Committee is to review the draft Request for Proposals.

Commuter Connections Work Program Progress Report

February 2006

Staff finalized the bullet points for the FY 2007 Commuter Connections Work program and also presented a draft Work Program to the State funding agencies on February 14th and to the Commuter Connections Subcommittee on February 28th.

An e-mail notification system between for calls left on the Help Line and a new E-help support address was established for client members to contact COG/TPB staff for technical software support issues.

Staff worked on reformatting CCRS purge letters for new peel-apart self mailers that were ordered.

B. Transportation Information Services

Staff provided commuter traveler information on alternatives to the general public by telephone, Web site, electronically, and through printed information. Statistics on this project are available by viewing the February Commuter Operations Performance Report at the end of this document.

Significant telephone package upgrades on the voice menu options for the 800-745-RIDE telephone number were completed and deployed.

C. Transportation Information Software, Hardware, and Database Maintenance

Staff continued daily back-up processes for the Commuter Connections Ridematching Software system and FTP server.

D. Commuter Information System

No program activity to report for the month of February.

II. REGIONAL GUARANTEED RIDE HOME PROGRAM

A. General Operations and Maintenance

Staff continued sending weekly registration and re-registration cards to Guaranteed Ride Home program applicants. Those applicants whose records were expiring were contacted to update their information.

Commuter Connections Work Program Progress Report

February 2006

Staff monitored and maintained the GRH database and server. The scheduled task that backs-up the GRH database each evening was enabled. New back-up and recovery procedures were instituted with the assistance of the software maintenance contractor. Software issues with the daily operations contractor were also diagnosed and resolved. Updates to the software were also completed and installed.

Staff processed cab and car rental invoices, and transit vouchers. Staff met with Enterprise on February 3rd to discuss invoicing issues.

During the month of February, there were 413 GRH applications received. A total of 307 applicants were registered (301 new applicants and 6 previous “one-time exception” users) and 374 commuters were re-registered. The GRH program provided 217 GRH trips. Eighteen (18) of these trips were “one-time” exceptions accounting for eight percent (8%) of the total number of GRH trips provided. Personal illness accounted for the largest portion of the GRH trip reasons followed by child care. A total of 26,031 commuters are currently registered in the GRH database.

III. MARKETING

A. TDM Marketing and Advertising

The first wave of direct mailers was sent out promoting Commuter Connections’ carpool/vanpool ridematching service. Mailers contained applications for both the ridematching and Guaranteed Ride Home programs. Approximately 200,000 households are being targeted during this campaign in the Washington MSA and will receive the mailers twice over a 10 week period. Approximately 50,000 households in Maryland will receive the HOV mailer which is targeted to residents close to I-270 and Route 50. The non-HOV mailer will be sent to other targeted households in the District of Columbia, Maryland, and Virginia. The households were selected through a PRIZM Analysis conducted by Claritas of the Commuter Connections Rideshare database.

Commuter Connections Radio spots aired during the weeks of February 6th and Feb 13th. 60-second radio ads included those in support of GRH, carpooling and a general mass marketing message regarding all alternative modes.

Billboards were developed for a March launch in Frederick, Prince William and Prince George’s Counties. The billboards will coincide with the direct mail

Commuter Connections Work Program Progress Report

February 2006

campaign and have a similar look and feel as the mailers. Billboards will appear on arteries leading to main commuter corridors.

A Regional TDM Marketing Group meeting was held on February 7, 2006. Highlights from the meeting included: a review of the 1st half of the fiscal year Commuter Connections marketing campaign and results, a presentation on the marketing of the Fairfax Connector's 20th year anniversary, a presentation on DDOT's Bus Shelter program, a presentation of the 2nd half of the fiscal year Commuter Connections marketing activities by COG's contractor, a presentation by Frederick County TransIT Services marketing activities, a presentation of the draft results from the regional GRH Customer Satisfaction survey, and a round table discussion by meeting participants on marketing activities.

COG's marketing contractor continued and employer qualitative survey. Results from the survey will be used to develop a targeted employer marketing campaign.

Staff distributed First Half FY06 Marketing Campaign Summary report.

The call for applications for the 2006 Commuter Connections Employer Recognition Awards was due. COG/TPB staff coordinated nominee interviews with marketing subcontractor and recruited the 2006 Employer Recognition Awards Selection Committee. Staff also submitted an Employer Recognition Awards article for publication in Montgomery County employer newsletter.

Staff continued to post commuter news links to web site along with other routine maintenance and enhancements to Commuter Connections web site and Bulletin Board. Staff also corrected the park and Ride lots map to reflect recent changes in Loudoun County.

Staff continued development and editing of three new brochures for GRH, Ridematching and a Commuter Connections general services piece.

The 2006 Commuter Connections Winter newsletter was finalized and distributed and posted to web site.

Staff attended the DC Economic Development's Affordable Housing workshop on February 14th in order to obtain background information for the development of the "Live Near Where You Work" campaign. Staff attended a meeting at VDRPT's offices in Northern Virginia on February 16th to discuss marketing

Commuter Connections Work Program Progress Report

February 2006

activities for Northern Virginia. Staff attended ACT's Net conference "Making TDM Boom with Boomers" on February 28th.

B. Bike to Work Day

COG/TPB staff prepared for the March 8th Bike to Work Day Steering Committee meeting.

Regional sponsorship agreements were finalized for the FY 2006 event. A total of \$16,200 in cash was committed by the following sponsors:

- goDCgo.com (Downtown DC BID)
- Preferred Offices
- REI
- Arlington County
- bikes@vienna, LLC
- Coalition for the Capital Crescent Trail
- DC Lottery and Charitable Games Control Board
- VPSI, Inc.
- WMATA
- Kryptonite Locks

The event poster and rack card creative was also finalized.

IV. MONITORING AND EVALUATION

A. TERM Data Collection and Analysis

Staff collected monthly sales data from the 10 Employer Outreach sales territories and reviewed the employer database records in the regional ACT! Database.

Staff coordinated with BMI-SG on the Employer Outreach commuter survey processing project. Staff also worked on general maintenance and updates for the regional Employer Outreach database.

Staff reviewed the contacts in the ACT! Database to determine appropriate Telework program sales leads in Virginia and Maryland. Staff also reviewed the

Commuter Connections Work Program Progress Report

February 2006

ACT! Database to add/delete employer Telework contacts.

A draft FY 2006 Placement Rate Study report was reviewed by staff.

B. Program Monitoring and Tracking Activities

Monthly progress reports were produced for all of the program elements adopted in the FY 2006 CCWP.

GRH customer satisfaction survey cards were mailed to program users. The draft FY 2005 GRH Customer Satisfaction Survey Report was completed.

V. EMPLOYER OUTREACH

1. Regional Component Project Tasks

A. Regional Employer Database Management and Training

Monthly synchronizations from seven of the employer outreach jurisdictions were received without any problems. The City of Alexandria, Prince George's County, and Montgomery County have not submitted their monthly reports and synchronizations as of the deadline for this report.

Staff coordinated with marketing efforts for outreach to employers by compiling dataset for the outside contractor.

The regional Employer Outreach database was maintained and updated by staff.

B. Employer Outreach for Bicycling

There were no activities to report for February.

2. Jurisdictional Component Project Tasks

A. Local Agency Funding and Support

Commuter Connections Work Program Progress Report

February 2006

Staff assisted the Telework Virginia project by processing survey request forms and supporting the Virginia-based outreach representatives.

One jurisdiction is still outstanding for their monthly reports in October.
Two jurisdictions are still outstanding for their December monthly reports.
Two jurisdictions are still outstanding for their January monthly reports
There were still two sales territories who do not have a FY 2006 Scope of Work and budget submitted to COG for review.

VI. TELEWORK

Jurisdictional Component Project Tasks

A. General Technical Assistance and Information

Staff utilized information from the ACT! Data base and employer outreach representatives to determine telework leads. Staff responded to 1 call regarding Telework and distributed one employer telework kit.

A writer was hired by staff to prepare the Employer Telework case study profiles.

Staff contacted the following employers during the month of February:

Arlington County

Staff worked with a national steering committee to address the double taxation of telecommuter's issue.

Staff gave a presentation on telecommuting to the region's Chief Administrative Officer's on February 1st.

Staff participated in COG's regional Broadband Access Task Force on February 6th and 28th.

B. Program Coordination

The Telework Center utilization rate is currently at 53%. There are currently 390 federal workers using the centers and 182 non federal workers using the centers. *(See graph in Charts section of this report).*

Commuter Connections Work Program Progress Report

February 2006

C. Telework Outreach and Follow-Up to Local Employers

Staff utilized information from the ACT! Data base and employer outreach representatives to determine telework leads.

VII. INFOEXPRESS KIOSKS

Jurisdictional Project Component Tasks

A. Maintenance and Operation of Regional InfoEpxress Kiosks

The InfoExpress kiosks located in the District of Columbia and Northern Virginia were maintained and updated as needed by staff and COG's contractor.

There were 619 kiosk users during the month of February.

February 2006



PERFORMANCE STATISTICS

February 2006

**Commuter Operations Center
Guaranteed Ride Home
Telecenter Use Data
Employer Outreach
InfoExpress Kiosks**

COMMUTER OPERATIONS CENTER

PERFORMANCE DATA

FEBRUARY 2006



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

TABLE 2A

**COMMUTER CONNECTIONS APPLICATION ACTIVITY SUMMARY
FEBRUARY 2006**

	New Apps	Re-Apps	Follow Up	Total
ALEXANDRIA	1	1	39	41
ARLINGTON (COG)	0	0	2	2
ARTMA	14	0	168	182
BALTIMORE CITY	1	0	4	5
BMC	1	0	21	22
COG - MD	146	4	287	437
COG - VA	136	1	238	375
COG - Other	8	0	12	20
DISTRICT OF COLUMBIA	24	1	33	58
FAIRFAX COUNTY	62	125	467	654
FREDERICK	0	0	27	27
HARFORD	3	0	5	8
HOWARD	5	0	37	42
LINK	3	0	15	18
LOUDOUN	36	0	193	229
MTA	4	0	2	6
MONTGOMERY COUNTY	83	15	878	976
Bethesda Transportation Solutions	27	2	228	257
Countywide	28	2	198	228
Friendship Heights/Rockville	1	2	48	51
North Bethesda TMD	3	9	221	233
Silver Spring	24	0	183	207
NIH	21	0	116	137
NORTHERN NECK	1	1	3	5
NORTHERN SHENANDOAH	0	0	0	0
PRINCE GEORGE'S	4	2	82	88
PRTC	77	0	336	413
RADCO	90	1	829	920
RAPPAHANNOCK-RAPIDAN	13	0	45	58
TRI - COUNTY	19	156	144	319
USDOE	0	0	0	0
TOTAL INPUT	752	307	3,983	5,042

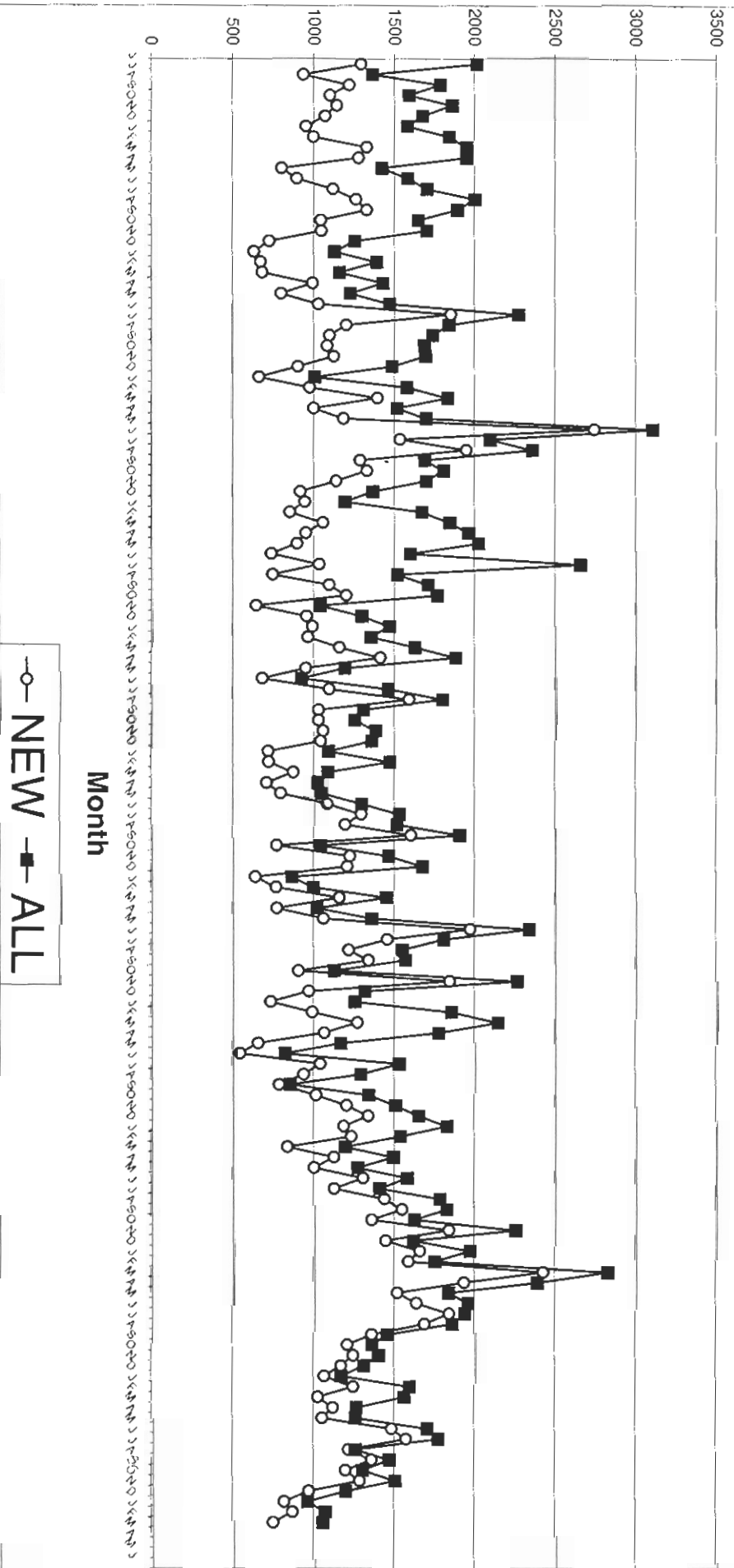
TOTAL NEW & RE-APPLICANTS

1,059

COMPUTER CONNECTIONS CCRS

Applications Processed

FY1998 - FY2006



Commuter Connections Applications Processed FY2006

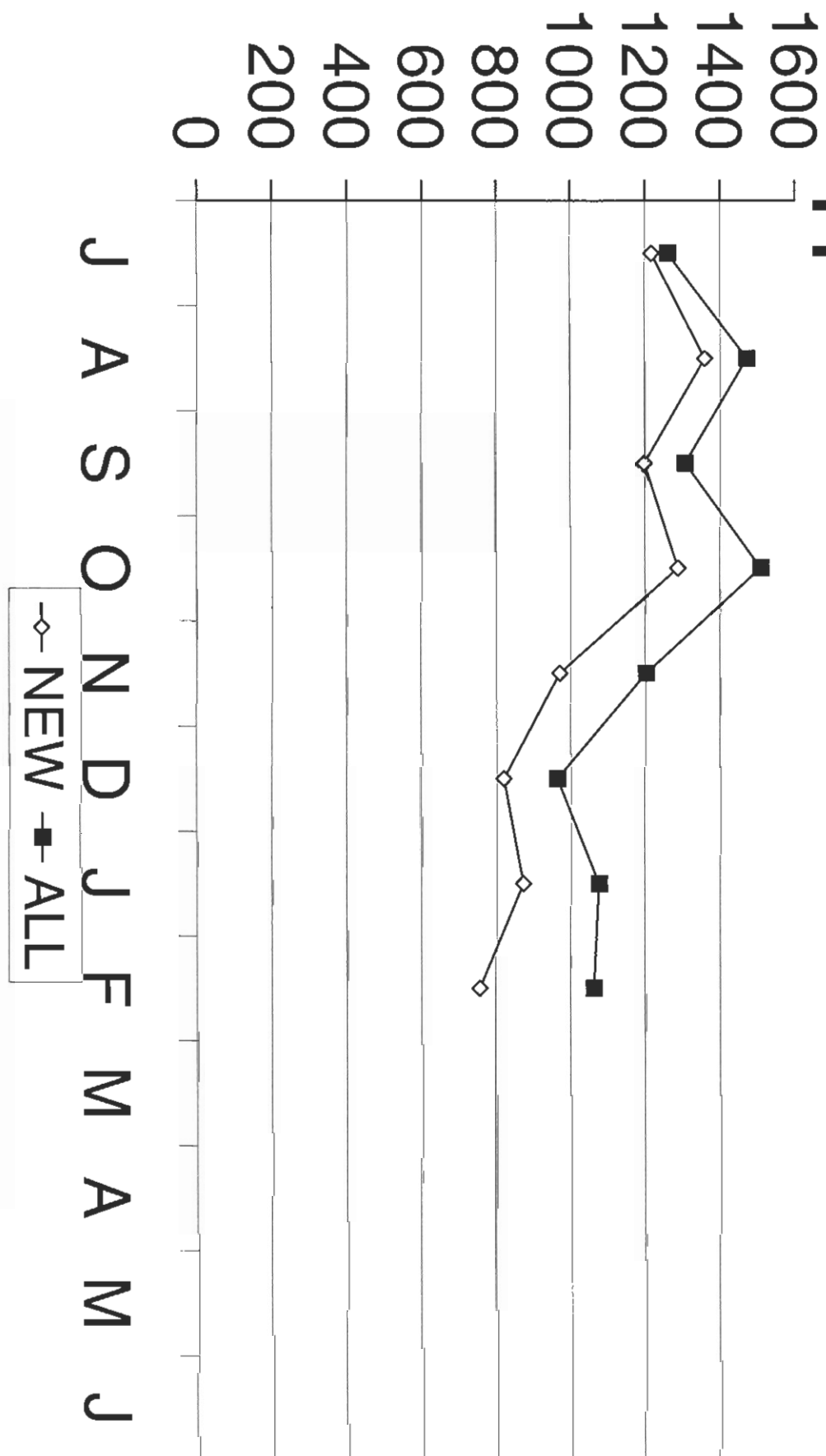


TABLE 2B

**APPLICATIONS RECEIVED THROUGH THE COMMUTER
CONNECTIONS WEBSITE SORTED BY HOME JURISDICTION
FEBRUARY 2006**

	HOME
ALEXANDRIA	7
ANNE ARUNDEL COUNTY	22
ARLINGTON COUNTY	10
BALTIMORE CITY	3
BALTIMORE COUNTY	6
CALVERT COUNTY	11
CARROLL COUNTY	0
CECIL COUNTY	1
CHARLES COUNTY	21
CLARKE COUNTY	2
CULPEPER COUNTY	1
DISTRICT OF COLUMBIA	17
FAIRFAX COUNTY *	54
FAUQUIER COUNTY	2
FREDERICK COUNTY, MD	17
FREDERICK COUNTY, VA	2
FREDERICKSBURG	5
HARFORD COUNTY	2
HOWARD COUNTY	11
KING GEORGE COUNTY	2
LANCASTER COUNTY	0
LOUDOUN COUNTY	35
MADISON COUNTY	0
MONTGOMERY COUNTY	33
ORANGE COUNTY	6
PAGE COUNTY	0
PRINCE GEORGE'S COUNTY	34
PRINCE WILLIAM COUNTY **	88
RAPPAHANNOCK COUNTY	0
RICHMOND COUNTY	0
SHENANDOAH COUNTY	0
SPOTSYLVANIA COUNTY	31
STAFFORD COUNTY	33
ST. MARY'S COUNTY	1
WARREN COUNTY	7
WESTMORELAND COUNTY	1
WINCHESTER	0
OTHERS	18
TOTAL	483

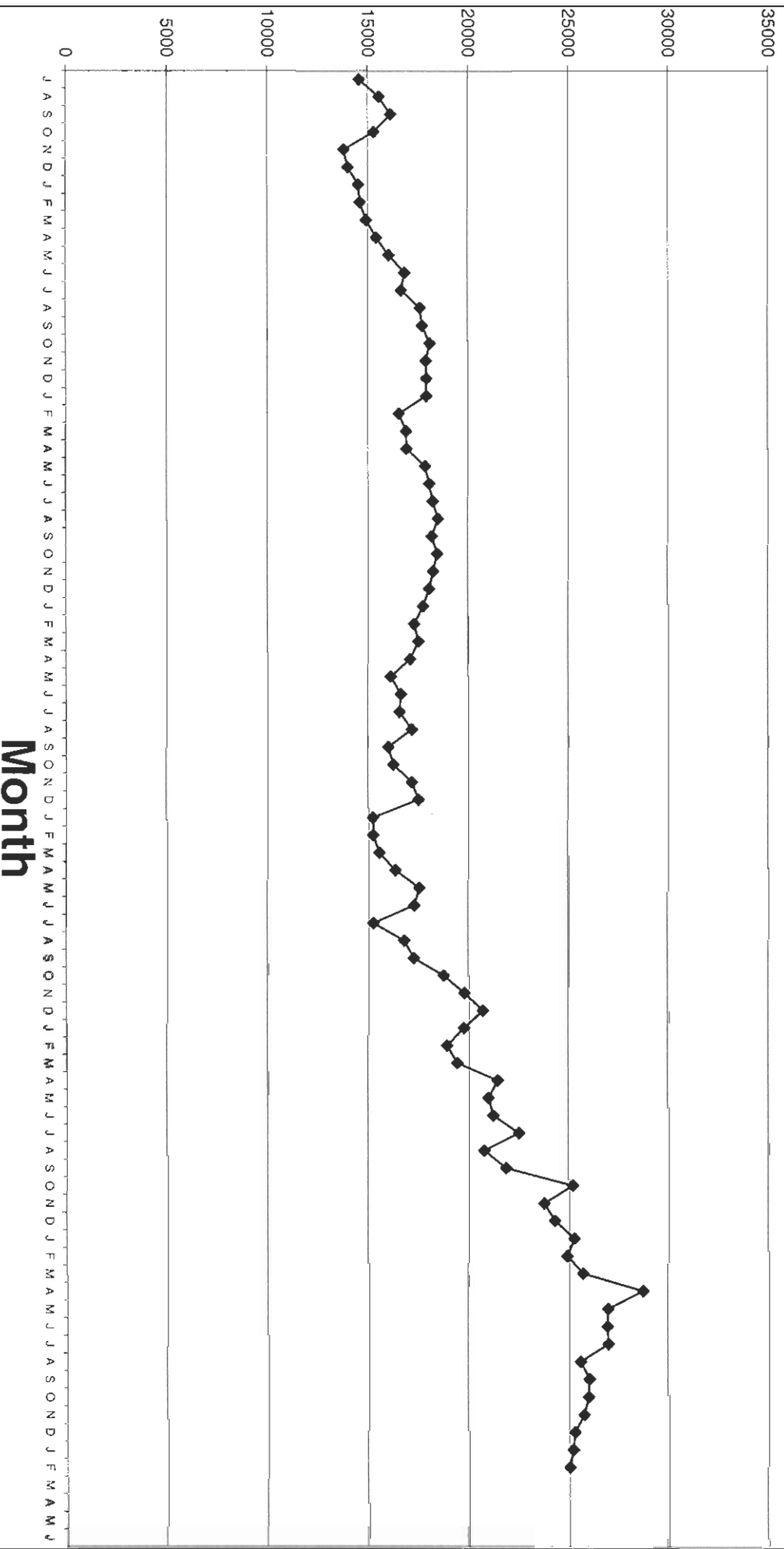
* Fairfax County includes City of Fairfax and Falls Church.

** Prince William County includes Manassas and Manassas Park.

TABLE 3**COMMUTER CONNECTIONS
APPLICANT DATABASE SORTED BY RESPONSIBLE AGENCY
FEBRUARY 2006**

ALEXANDRIA	189
ARLINGTON (COG)	2
ARTMA	940
BALTIMORE CITY	75
BMC	127
COG	5,797
DISTRICT OF COLUMBIA	5
DOE	1
FAIRFAX COUNTY	2,388
FREDERICK	226
HARFORD COUNTY	130
HOWARD COUNTY	194
LINK/RESTON	59
LOUDOUN COUNTY	912
MONTGOMERY COUNTY	5,943
Bethesda Transportation Solutions	747
Countywide	1,132
Friendship Heights/Rockville	926
North Bethesda Transportation Ctr	2,506
Silver Spring	632
MTA	12
NIH	487
NORTHERN NECK	66
NORTHERN SHENANDOAH VALLEY	3
PRINCE GEORGE'S COUNTY	416
PRTC	2,141
RADCO	3,854
RAPPAHANNOCK-RAPIDAN	275
TRI - COUNTY	779
OTHER	
TOTAL	25,021

COMPUTER CONNECTIONS CCRS DATABASE FY2000 - FY2006



Commuter Connections CCRS Database FY 2006

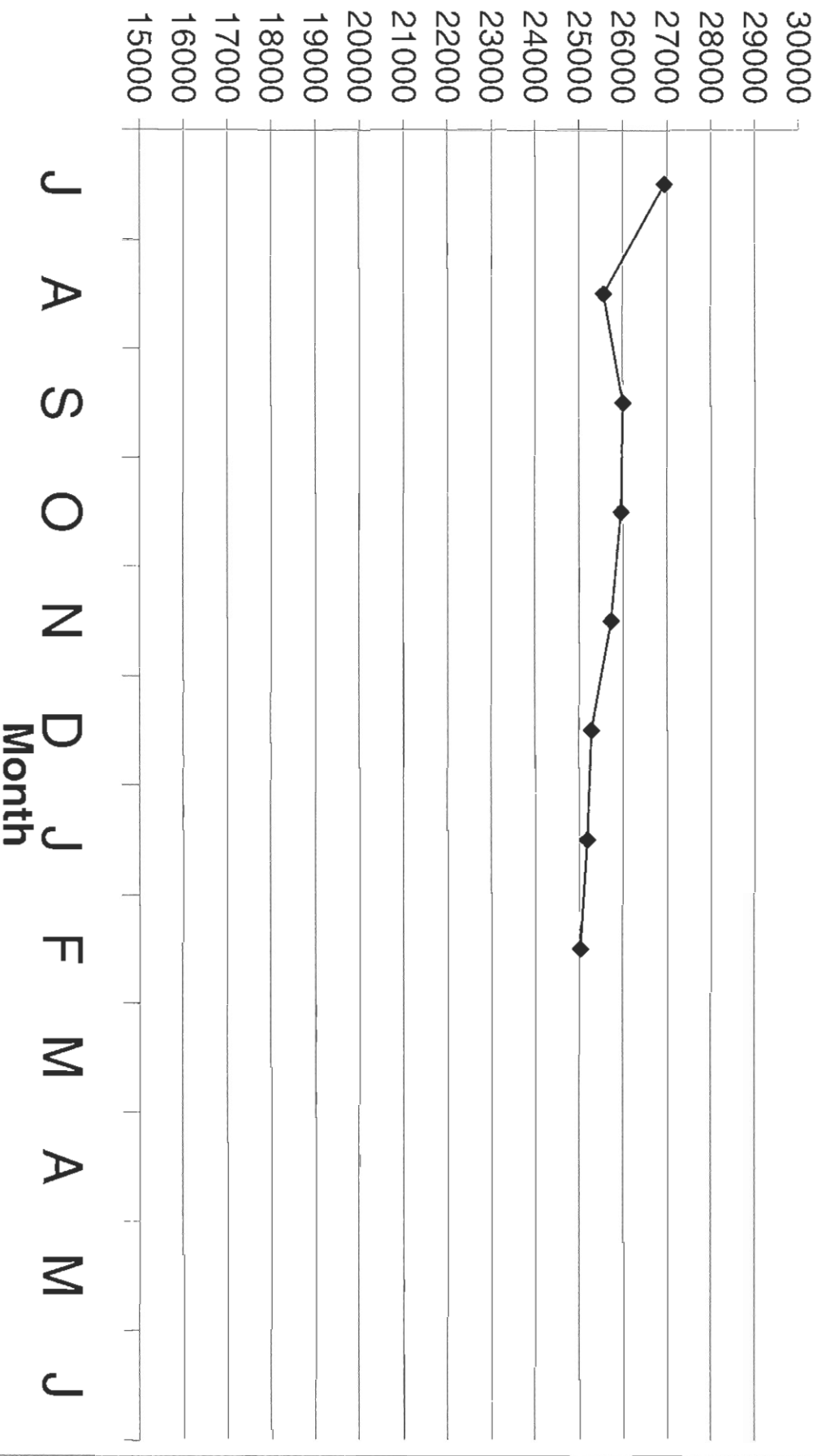


TABLE 4A

COMMUTER CONNECTIONS RIDESHARE DATABASE
 SORTED BY HOME AND WORK JURISDICTIONS
 FEBRUARY 2006

	HOME	WORK
ALEXANDRIA	307	862
ANNE ARUNDEL COUNTY	1,129	173
ARLINGTON COUNTY	291	3,533
BALTIMORE CITY	230	209
BALTIMORE COUNTY	321	130
CALVERT COUNTY	321	8
CARROLL COUNTY	127	5
CECIL COUNTY	28	3
CHARLES COUNTY	678	22
CLARKE COUNTY	17	0
CULPEPER COUNTY	121	2
DISTRICT OF COLUMBIA	833	9,401
FAIRFAX COUNTY *	2,749	2,458
FAUQUIER COUNTY	253	6
FREDERICK COUNTY, MD	1,018	91
FREDERICK COUNTY, VA	55	0
FREDERICKSBURG	209	11
HARFORD COUNTY	177	78
HOWARD COUNTY	668	138
KING GEORGE COUNTY	101	35
LANCASTER COUNTY	3	0
LOUDOUN COUNTY	1,105	237
MADISON COUNTY	4	1
MONTGOMERY COUNTY	4,029	6,832
ORANGE COUNTY	124	0
PAGE COUNTY	6	0
PRINCE GEORGE'S COUNTY	1,858	479
PRINCE WILLIAM COUNTY **	3,299	163
RAPPAHANNOCK COUNTY	11	0
RICHMOND COUNTY	16	1
SHENANDOAH COUNTY	25	0
SPOTSYLVANIA COUNTY	1,551	6
STAFFORD COUNTY	2,307	24
ST. MARY'S COUNTY	151	32
WARREN COUNTY	100	1
WESTMORELAND COUNTY	57	0
WINCHESTER	40	2
OTHERS	702	78
TOTAL	25,021	25,021

* Fairfax County includes City of Fairfax and Falls Church.

** Prince William County includes Manassas and Manassas Park.

**TABLE 5
TERM/COMMUTE INFORMATION
FEBRUARY 2006**

	TELEWORK	GRH	EMPLOYER OUTREACH	TRANSIT	BIKE	CARPOOL VANPOOL	OTHER	
APPLICATIONS								
Mail	N/A	10	N/A	N/A	N/A	3	N/A	
Internet	N/A	413	N/A	N/A	N/A	481	N/A	
Kiosks	N/A		N/A	N/A	N/A		N/A	
Purge Letters	N/A	N/A	N/A	N/A	N/A	10	N/A	
Fax/Phone	N/A	5	N/A	N/A	N/A		N/A	
From Client	N/A		N/A	N/A	N/A		N/A	
Employer Survey	N/A		N/A	N/A	N/A		N/A	
TOTAL	N/A	428	N/A	N/A	*14	494	N/A	
PHONE CALLS								TOTAL
Brochure/Promo Materials		3		3				6
Bus/Train Schedule		5		3		1	1	10
Bus/Train Sign		1				2		3
Direct Mail								0
Employer								0
Employer Survey								0
Fair/On Site Event								0
Government Office								0
Highway Sign				5		6	5	16
Information (411)								0
Internet		4		5		18	2	29
Library						1		1
Mobile Billboard								0
Newsletter								0
Newspaper								0
Newspaper (Local)								0
Other Ridesharing Org				1		2		3
Park-and-Ride Lot Sign				2			1	3
Post Card (COG)								0
Presentation								0
Radio				1		5	1	7
Real Estate/WelcomeWagon								0
Referral from Transit Org		2		2		3	2	9
Theatre Slide								0
TV		1				1	1	3
Van Sign		2				1		3
Was/Is Applicant		279		1		35		315
White Pages								0
Word of Mouth		25		6		15	3	49
Yellow Pages - Verizon				1		1		2
Yellow Pages - Yellow Book								0
Yellow Pages - Other		2		4		1		7
Voice Mail Messages		24		6		7	3	40
Other/Unknown		6		4		5	8	23
TOTAL CALLS	0	354	0	44	0	104	27	529

*Requests for Bicycling information from applications received from all sources

TABLE 6A

CALLS RECEIVED AT CLIENT PROGRAMS

FEBRUARY 2006

How they heard ...	T O C O A O G L	O C N L	A L L	A R A L	R T M A	B A L L	B E T H	B M E C	D O E	F F X	F R E D	H A R	H O W	L I N K	L F F X	L D N C	M T A H	N N K E N	N S E N C E	P R T C O	R A D C O	R A P S S I T R I	S P A N I T R I	T R A N S L			
Brochure/Promo Matrix	6	4	4	4	11							4	3		30	11						10	2		48		
Bus/Train Schedule	7	7			11										148	36					182				7		
Bus/Train Sign	6	4			1										48										53		
Direct Mail	16																		13						15		
Employer Survey															2										0		
Fair/On Site Event																									3		
Government Office															3	3									6		
GRH Program	15														3	17									24		
Highway Sign		11													10	6					1			1	44		
Information (411)	29	22													17	8									31		
Internet															61	5				26					2		
Library	1																								0		
Mobile Billboard																									0		
Newsletter															3										4		
Newspaper														14											17		
Newspaper (local)															3										0		
Other Ridesharing Org	5	4													65				11						86		
Park-and-Ride Sign	3	3																							3		
Post Card (COG)																									0		
Presentation																									0		
Radio	7	4																							4		
Real Estate/WelcomeW																				5					5		
Referral from Transit Org	7	4													60										65		
Theatre Slide																									0		
TV	3	3																							3		
Van Sign	1	1																							1		
Was/s Applicant	316	270													4	11					127				429		
White Pages															2										2		
Word of Mouth	46	39			2										69	34			4					1	153		
Yellow Pgs-Verizon	2	1																							1		
Yellow Pgs-Yellow Book																									0		
Yellow Pages-Other	7	4																							6		
Voice Mail Messages	39	39			2										6				8						86		
Other	21	16								3	3	3	3	3	37	14	28		16						89		
Total	537	436	0	0	16	0	0	0	0	9	23	29	0	0	562	173	0	0	87	0	315	0	24	0	2	21	0

NOTE: Table 6 client data is provided by clients and includes calls received at COG and transferred to clients.

** Calls from commuters living in Bethesda and Silver Spring are recorded under Montgomery County (MC).

TABLE 6B

APPLICATIONS RECEIVED AT CLIENT PROGRAMS

FEBRUARY 2006

How they heard...	C O G	A L X	A R T M A	B A L T	B E T H	B M C	D O E	F F X	F R E D	H A R R	H O W	L I N K	L D N	M C	M T A	N I H	N E C K	N S H E N	P G C	P R T C	R A D C O	R A P P	S S	T A P	T R I	T O T A L	
Brochure/Promo Mattis	34												2	1													37
Bus/Train Schedule	24																				3						27
Bus/Train Sign	10																										10
Direct Mail	3																										3
Employer	37																							12			58
Employer Survey	0																										0
Fair/On Site Event	1																										1
Government Office	22								4																		26
GRH Program									13				31	13													182
Highway Sign	2																										12
Information (411)	0																				35						35
Internet	47									3			5	11								18	2	2			112
Library	0																										0
Mobile Billboard	0																										0
Newsletter	3																										3
Newspaper	1									2																	3
Newspaper (Local)										1												1					2
Other Ridesharing Org	7										7																14
Park-and-Ride Sign	0																										0
Post Card (COG)	0													1													1
Presentation	1													5													6
Radio	64																	2									66
Real Estate/WelcomeW	0																										0
Referral from Transit Org	0					6																1					7
Theatre Slide	0																										0
TV	4																										4
Van Sign	3																										3
Was/Is Applicant	12										2							18									132
White Pages																											0
Word of Mouth	60												1	16								5	29	2	7		120
Yellow Pgs-Verizon	1																										1
Yellow Pgs-Yellow Bk	0																										0
Yellow Pgs-Local	0																					1					1
Voice Mail Messages																											0
Other	28										2		5									4					39
Total	364	0	25	0	0	0	0	0	17	6	21	0	44	47	0	0	0	78	0	129	119	16	27	12	0		905

Table 1
National Capital Region Transportation Planning Board
Commuter Connections Program
Monthly Activity and Impact Summary
Month of FEBRUARY 2006

Commuter Connections Activity	This Month	Last Month	Since
			July 2005
Total applicants/info provided:	1,130	1,138	10,449
Rideshare applicants	1,059	1,073	9,840
Matchlists sent	1,443	1,000	10,392
Transit applicants/info sent	44	47	456
GRH applicants	413	532	4,574
Bike to work info requests	14	19	165
Telework info requests	0	0	4
Kiosk users	619	367	7,493
Kiosk applicants	0	0	0
Internet users	6,669	6,988	60,726
Internet applicants	894	1,070	9,448
New employer clients	31	13	225
Employee applicants	0	0	90

Program Impact Performance Measure	This Month	Last Month	Since July 2005
Continued placements	290	294	2,406
Temporary/one-time placements	140	142	1,159
Daily vehicle trips reduced	109	110	903
Daily VMT reduced	3,932	3,984	32,602
Daily tons NOx reduced	0.0027	0.0028	0.0227
Daily tons VOC reduced	0.0011	0.0012	0.0239
Daily gallons of gas saved	165	167	1,369
Daily commuter costs saved	\$727	\$737	6,030

NOTE: Daily vehicle trips reduced is calculated by multiplying the number of placements by a vehicle trip reduction (VTR) factor. The VTR factor takes into account three types of placements. 1) Drive alone commuters that shift to a commute alternative, 2) current alternative commute users that shift to a higher occupancy commute mode, and 3) current commute alternative users that increase the number of days they use a commute alternative. Daily vehicle trips reduced include both trips to work and trips from work to home.

Commuter Connections Website Activity -- February 2006

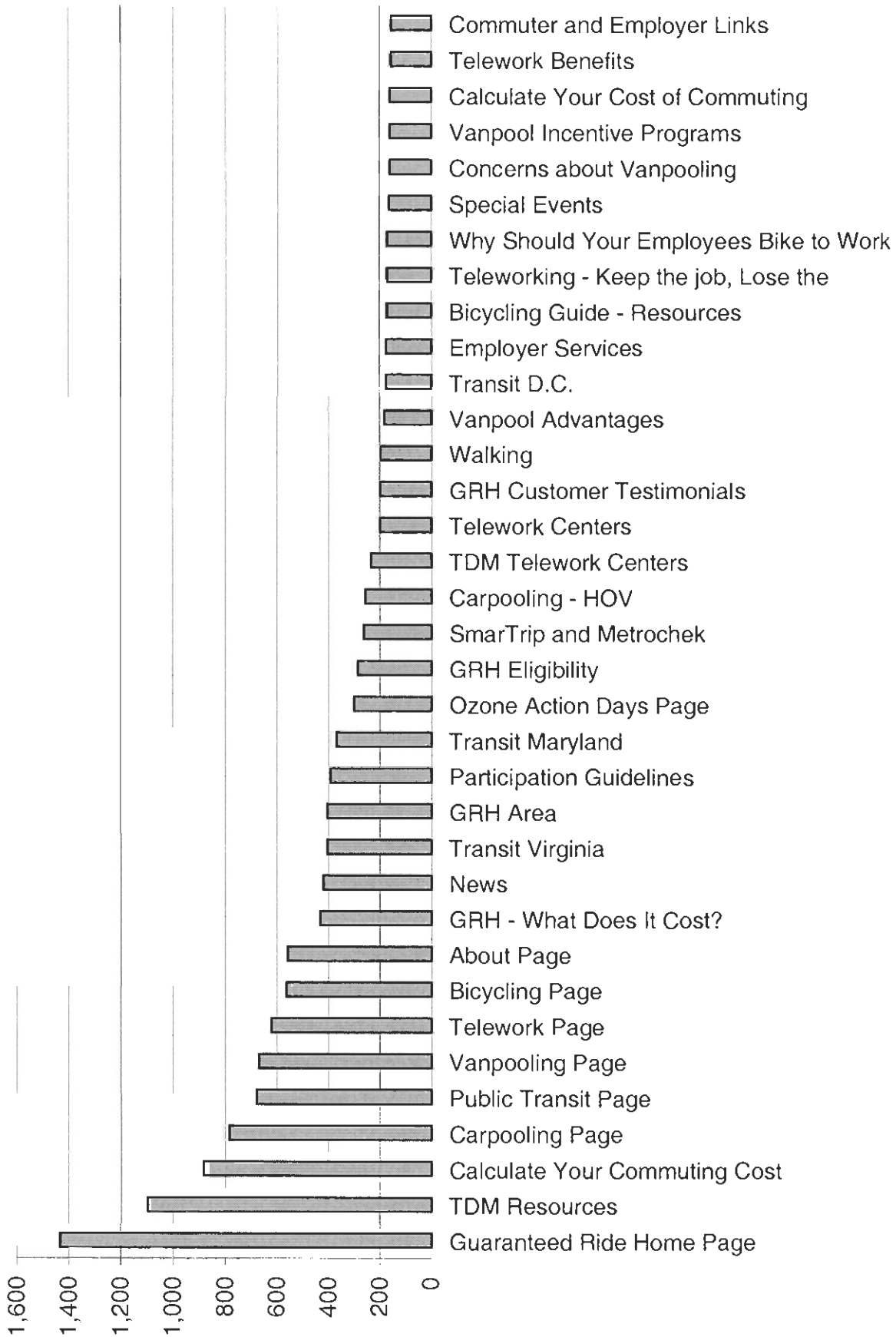
	<u>Accesses</u>	<u>% of Total</u>
Total Accesses of MWCOG Home Page	8,116	
Total Accesses of Commuter Connections Home Page	6,669	
<i>Breakdown of BDY Sub-page accesses</i>		
Guaranteed Ride Home Page	1,434	10.51%
TDM Resources	1,096	8.03%
Calculate Your Commuting Cost	882	6.46%
Carpooling Page	784	5.75%
Public Transit Page	678	4.97%
Vanpooling Page	669	4.90%
Telework Page	622	4.56%
Bicycling Page	563	4.13%
About Page	558	4.09%
GRH - What Does It Cost?	432	3.17%
News	419	3.07%
Transit Virginia	404	2.96%
GRH Area	404	2.96%
Participation Guidelines	392	2.87%
Transit Maryland	368	2.70%
Ozone Action Days Page	300	2.20%
GRH Eligibility	286	2.10%
SmartTrip and Metrochek	261	1.91%
Carpooling - HOV	256	1.88%
TDM Telework Centers	234	1.71%
Telework Centers	200	1.47%
GRH Customer Testimonials	198	1.45%
Walking	197	1.44%
Vanpool Advantages	182	1.33%
Transit D.C.	176	1.29%
Employer Services	176	1.29%
Bicycling Guide - Resources	173	1.27%
Teleworking - Keep the job, Lose the Commute	173	1.27%
Why Should Your Employees Bike to Work	171	1.25%
Special Events	164	1.20%

Commuter Connections Website Activity -- February 2006

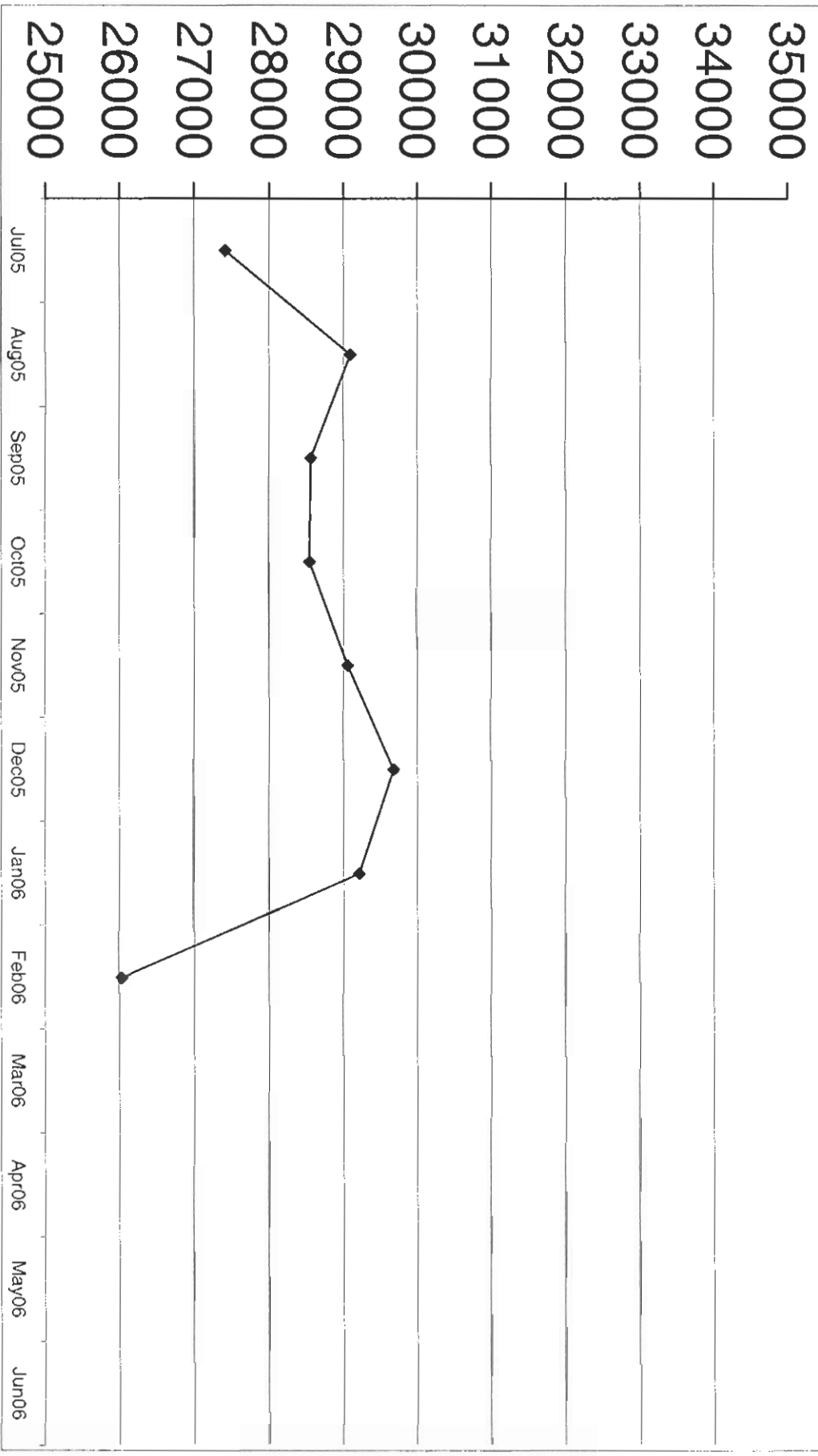
Concerns about Vanpooling	161	1.18%
Vanpool Incentive Programs	160	1.17%
Calculate Your Cost of Commuting	159	1.17%
Telework Benefits	158	1.16%
Commuter and Employer Links	156	1.14%

Total 13,646 100.00%

Commuter Connections Website Activity -- February 2006

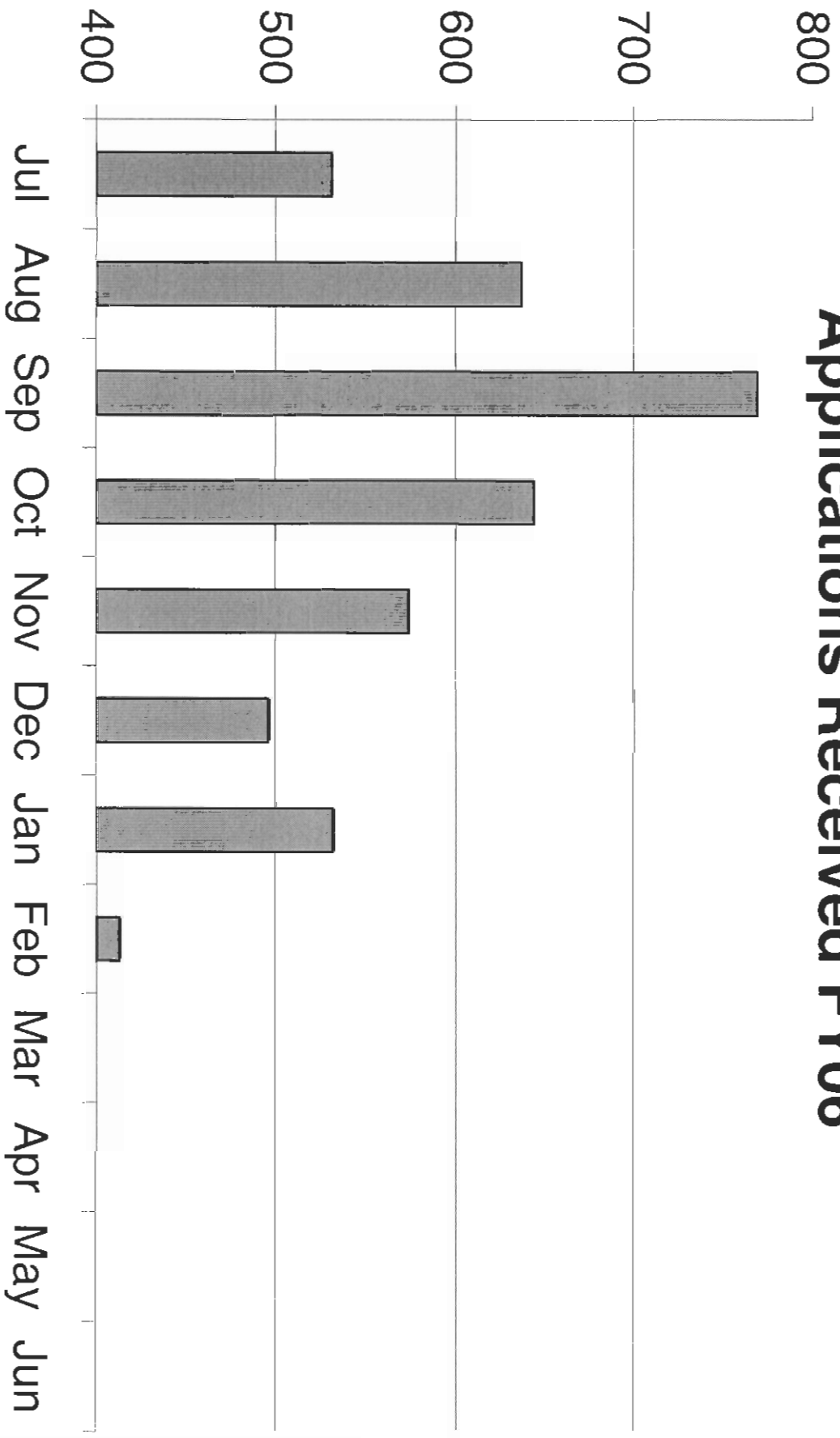


COMMUTER CONNECTIONS GRH Registrants FY06

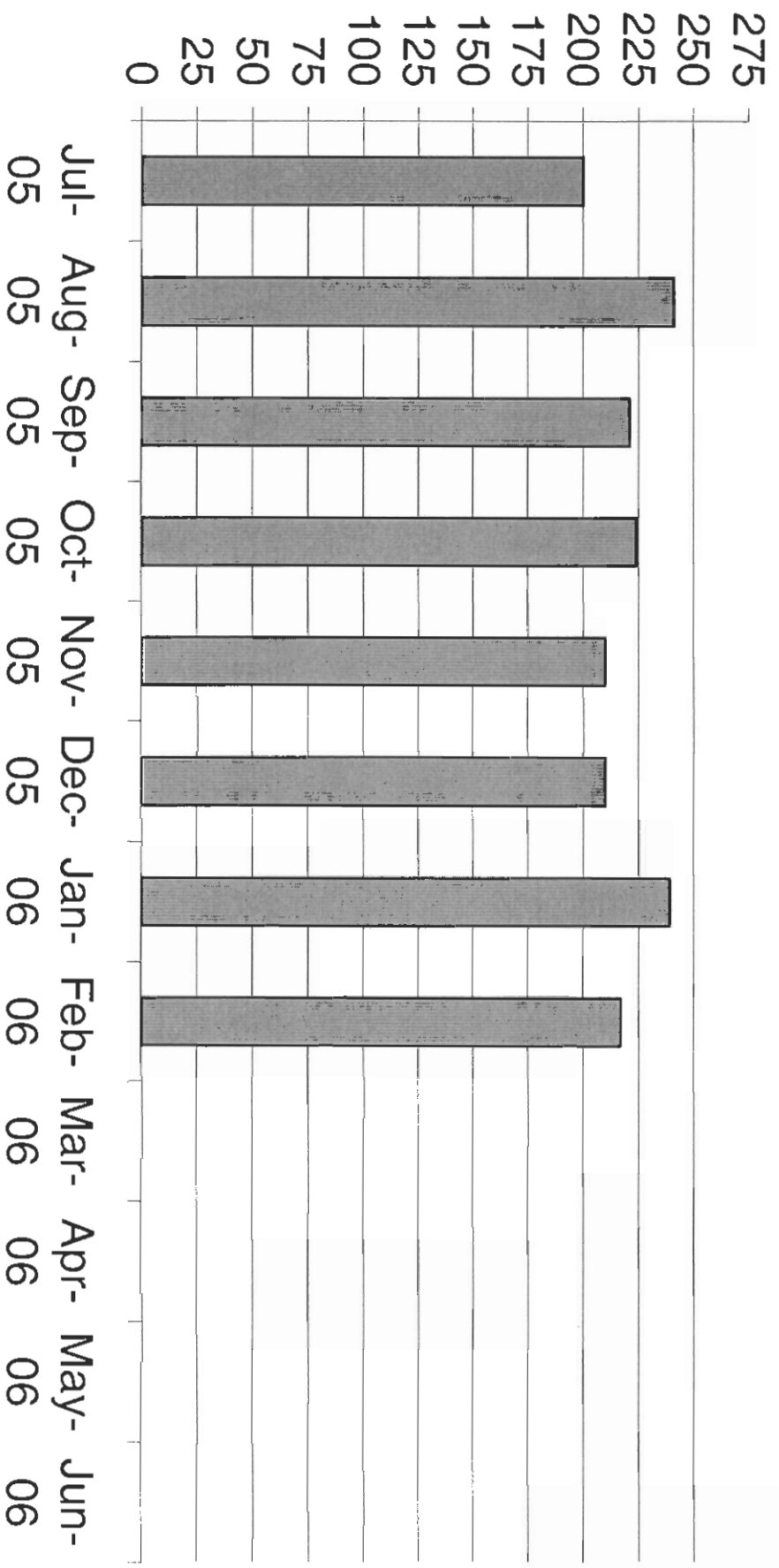


COMMUTER CONNECTIONS GRH GRH

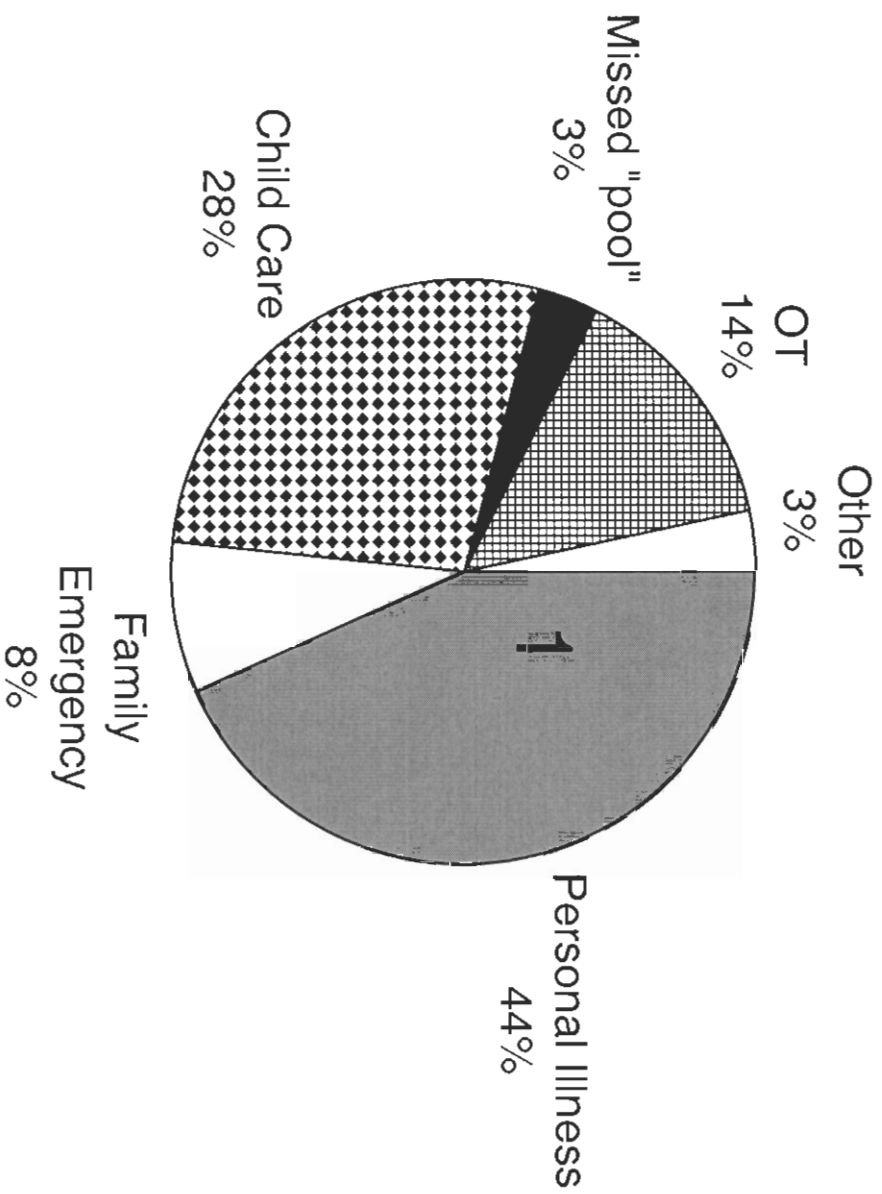
Applications Received FY06



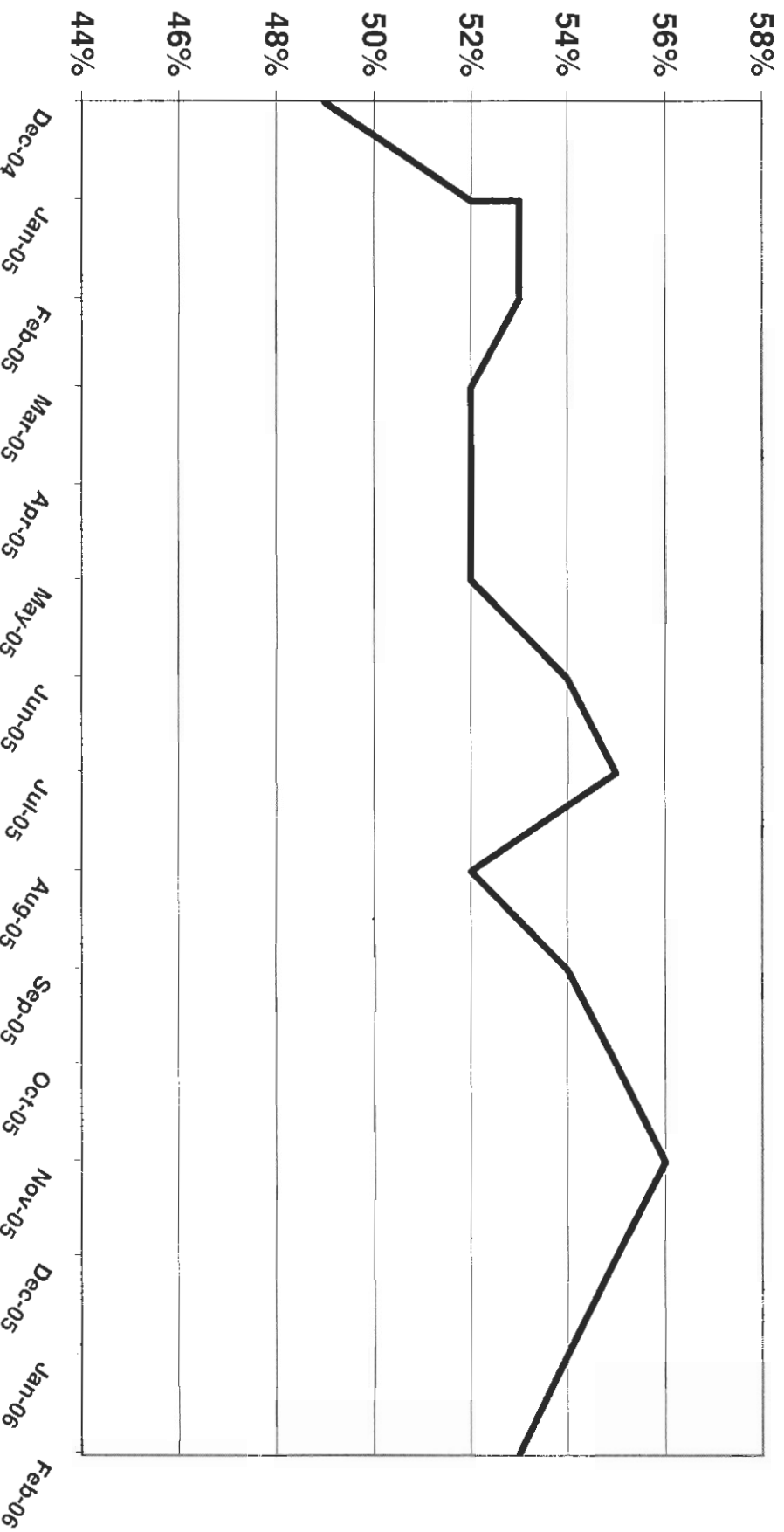
COMMUTER CONNECTIONS GRH Trips Provided FY06



COMMUTER CONNECTIONS GRH Trip Reasons for February 2005



Telework Center Utilization Percentage



Emp. Outreach
February 2006

	City of Alexandria	Arlington County	District of Columbia	Fairfax County	Frederick County	Loudoun County *	Montgomery County *	Prince George's *	Prince William	Tri - County Council *	Metro	Telework
Employers Contacted (new)	0	3	5	0	5	0	0	0	0	0	0	15
Employers Contacted (follow-up)	0	59	2	10	1	0	0	0	0	0	0	6
Total Broadcast Contacts	0	68	0	10	0	0	0	0	0	0	0	4
Total Sales Meetings	0	5	2	4	0	0	0	0	0	0	0	1
Total Employers Contacted	0	135	9	24	6	0	0	0	6	0	0	26
New Level 1 TDM Programs	0	2	0	1	0	0	0	0	0	0	0	0
New Level 2 TDM Programs	0	0	0	0	0	0	0	0	0	0	0	0
New Level 3 TDM Programs	0	1	0	0	0	0	0	0	0	0	0	0
New Level 4 TDM Programs	0	0	0	1	0	0	0	0	0	0	0	0

NOTE: TDM levels are explained on the attachment. Each level represents TDM strategies implemented by an employer that will have some effect in converting single occupant vehicle commuters to ridesharing, transit, bicycling or walking as their main commute mode. Level 1 represents strategies that produce only a small amount of SOV conversion. The strategies for each subsequent level have greater SOV conversion impact.

* Did not submit a monthly report by deadline.

Emp. Outreach
Year to Date FY06

	City of Alexandria	Arlington County	District of Columbia	Fairfax County	Frederick County	Loudoun County *	Montgomery County *	Prince George's	Prince William	Tri-County Council	Metro	Telework
Employers Contacted (new)	16	66	17	7	5	0	0	2	0	26	0	70
Employers Contacted (follow-up)	49	575	116	43	2	0	0	384	6	5	0	126
Total Broadcast Contacts	34	10,369	0	140	0	0	0	675	0	100	0	88
Total Sales Meetings	13	16	5	9	0	0	0	7	0	3	0	12
Total Employers Contacted	112	11,026	138	199	7	0	0	1068	6	134	0	296
New Level 1 TDM Programs	17	19	11	4	3	0	0	1	0	1	0	0
New Level 2 TDM Programs	4	0	0	0	0	0	0	0	0	0	0	0
New Level 3 TDM Programs	6	43	0	4	0	0	0	1	0	0	7	0
New Level 4 TDM Programs	3	2	0	1	0	0	0	0	0	0	0	0

NOTE: TDM levels are explained on the attachment. Each level represents TDM strategies implemented by an employer that will have some effect in converting single occupant vehicle commuters to ridesharing, transit, bicycling or walking as their main commute mode. Level 1 represents strategies that produce only a small amount of SOV conversion. The strategies for each subsequent level have greater SOV conversion impact.

EXPLANATION OF JURISDICTIONAL ACTIVITIES DATA

Did not supply monthly report. **New Metrochek for 100+ employers, may include accounts sold by regional employer outreach sales force. Each level represents TDM strategies implemented by an employer that will have some effect in converting single occupant vehicle commuters to ridesharing, transit, bicycling or walking as their main commute mode. Level 1 represents strategies that produce only a small amount of SOV conversion. The strategies for each subsequent level have greater SOV conversion impact.

- A. Employers Contacted (new): Number of contacts with new 100+ employers. This number refers to first time contact with employers; these employers have never been approached (includes phone calls, letters, email, faxes and voicemails)
- B. Employers Contacted (follow- up): Number of contacts with existing 100+ companies. These are contacts with employers after the first attempt (includes forms of contact listed above).
- C. Total Broadcast Contacts: Mass outreach (includes direct mail, faxes, emails)**NEW
- D. Total Sales Meetings: Number of in person contacts with new and existing employers for the purpose of discussing the Commuter Connections program (includes one on one meetings and employers attending seminars and presentations; excludes transportation fairs)
- E. Total Employers Contacted: A + B + C+ D
- F. New Level 1 TDM Programs: Number of Level 1 programs implemented in previous month; more detailed information on these programs must be entered into the ACT database.
- G. New Level 2 TDM Programs: same as above
- H. New Level 3 TDM Programs: same as above
- I. New Level 4 TDM Programs: same as above

EMPLOYER SERVICES PARTICIPATION LEVELS

LEVEL 1 (BRONZE)

- ▶ Expresses interest in telework, transit benefits, Metrochek, Ozone Action Days, or other TDM strategy,
- ▶ Conducts Commuter Survey
- ▶ Distributes alternative commute info. to employees, including Ozone Action Days info.
- ▶ Posts alternative commute info., including Ozone Action Days info., on employee bulletin board(s), newsletter or e-mail

LEVEL 2 (SILVER)

- ▶ Installs a permanent display case or brochure holders and stock with alternative commute info. or Ozone Action Days info.
- ▶ Provides preferential parking for carpools and vanpools
- ▶ Implements an informal telework program
- ▶ Facilitates car/vanpool formation meetings
- ▶ Hosts/sponsors an alternative commute day or transportation fair
- ▶ Implements alternative work schedule program (flex-time, staggered work schedule, compressed work week)
- ▶ Installs bicycle racks or lockers
- ▶ Establishes an ETC who regularly provides alternative commute information to employees

LEVEL 3 (GOLD)

- ▶ Implements a formal telework program
- ▶ Implements a transit/vanpool benefit, Metrochek, or parking "cash out" program
- ▶ Implements a carpool/bicycle/walk benefit
- ▶ Provides free or significantly reduced fee parking for carpools and vanpools (valid only for companies where employees pay for parking)
- ▶ Implements a parking fee (valid only for companies that previously did not charge employees for parking)
- ▶ Becomes a Commuter Connections member and provides on-site ridematching
- ▶ Provides employee shuttle service to transit stations
- ▶ Provides company vanpools for employees' commute to work
- ▶ Installs shower facilities for bicyclists and walkers
- ▶ Implements a comprehensive Ozone Action Days program
- ▶ Supplements GRH program with payment for additional trips or own program

LEVEL 4 (PLATINUM)

- ▶ Implements two or more of the Level 3 TDM programs and actively promotes these programs and alternative commuting

INFOEXPRESS KIOSK USAGE RATES

Month: February 2006

Kiosk Location	Number of Users	Number of Total Hits	Top Five Buttons	Number of Hits
Tysons Mall # 1	64	1223	Tysons Traffic Weather Commuter Connection History	29 27 27 23 2
Tysons Mall # 2	28	794	VRE Tysons Commuter Connections Weather Transit	7 25 5 10 3
Manassas Mall	Kiosk Down		Maps OmniRide Manassas Weather Commuter Connection	
Mitre	27	566	Streets Traffic Transit Weather Commuter Connections	23 8 2 5 8
Union Station	150	3381	Weather VRE News Commuter Connections Metro	40 30 29 14 13
Springfield Mall # 1	33	920	News Springfield Mall Transit Traffic Telecommuting	2 22 19 3 2
Reston TownCenter	91	2250	Reston Weather Traffic Transit News	75 43 11 10 4

Springfield Mall # 2 49 1125 9

- VRE 30
- Springfield Mall 26
- Weather 8
- Metro 15
- Commuter Connections

Dulles Town Center Kiosk Down

- Maps
- Dulles
- Weather
- Loudon Transit
- News

Fair Oaks Mall 18 466 3

- FairOaks Mall 3
- Transit 3
- Weather 11
- VRE 4
- Traffic 6

Ballston Common Mall 69 3302 40

- Ballston 40
- Metro 26
- News 48
- Weather 56
- VRE 36

USDA - DC 90 1388 6

- Ride Matching 6
- Commuter Connections 5
- Traffic 10
- Transit 7
- Weather 20

Hoffman Kiosk is down

- Commuter Connections 4
- Traffic 13
- Weather 14
- Maps 6
- News 38

Fairfax County Kiosks

Location	Users	Hits
Sherwood Library	1	20
George Mason Library	N/A	N/A
Charlilly	2	38
Kings Towne	1	16
Mason Govt Center	2	30

Kings Park	1	20
Reston Library	1	16
Tysons Transit Centreville	1	18
DolleyMadison	2	30
Inova	N/A	N/A
	2	30
Pohick	1	14
John Marshall	1	14
Tysons Pimmit	1	14
Pennino	2	30
Govt. Center	1	8
Fairfax Library	2	26
Warrenton	1	18
Herndon	2	17
Herrity	1	16
McLean	1	16
Sherrif's	1	18
South GC	1	16

Feb-06
NUMBER OF APPLICATIONS RECEIVED
FROM KIOSKS

Site	Total
Tysons Corner Center	0
Fair Oaks Mall	0
Springfield Mall	0
MITRE	0
Union Station	0
L'Enfant Plaza	0
Pentagon	0
Reston Town Center	0
Ballston	0
USDA - DC	0
Total	0

Month FY 05-06	Reported/Total	Percentage
July 04	11/26	42%
August 04	11/26	42%
September 04	10/26	38%
October 04	11/26	42%
November 04	12/26	46%
December 04	13/26	50%
January 05	12/26	46%
February 05	14/26	54%
March 05	14/26	54%
April 05	9/26	35%
May 05	13/25	52%
June 05	14/26	54%
July 05	13/25	52%
August 05	13/25	52%
September 05	15/25	60%
October 05	12/25	48%
November 05	12/25	48%
December 05	10/25	40%
January 06	10/25	40%
February 06	13/25	52%
March 06	N/A	N/A
April 06	N/A	N/A
May 06	N/A	N/A
June 06	N/A	N/A

*Differences in totals may attributed to removal of the DOD in report totals for May FY05 and all of FY06.



**METROPOLITAN WASHINGTON COUNCIL OF
GOVERNMENTS
COMMUTER CONNECTIONS PROGRAM
TRANSPORTATION EMISSION REDUCTION
MEASURE (TERM)
ANALYSIS REPORT
FY 2000-2002**

Prepared for:



Metropolitan Washington Council of Governments
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Washington, DC 2002-4239

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ESTC, San Diego, CA
Elham Shirazi, Los Angeles, CA

(Revised)
March 10, 2003

SECTION 7 EMPLOYER OUTREACH

BACKGROUND

The Employer Outreach TERM was adopted by the TPB in the Fiscal Year 1995-2000 TIP. This program provides regional outreach to encourage private sector employers voluntarily to implement TDM strategies that will contribute to reducing vehicle trips to their worksites.

The program was designed to increase outreach efforts in ten jurisdictions located in the region. Seventy percent of the funds received by COG for the Employer Outreach program element is passed-through to the jurisdictions for implementation of the program. Sales training and support as well as technical training on the regional sales contact management database and overall administration are provided by Commuter Connections.

EVALUATION METHODOLOGY AND DATA SOURCES

Two variables are important for assessing the impacts of a TDM employer outreach program. First is the number of employers offering TDM services and the level of effort and commitment by the employer, that is the extent of the TDM programs they implement. Second is the level of employee participation in alternative modes as a result of the program. These two variables are strongly linked, as other TDM effectiveness research has shown. Higher levels of employer effort can be expected to offer greater incentive to employees to use alternative modes, leading to reductions in vehicle trips, VMT, and emissions.

The first of these variables was assessed through data collected by Commuter Connections from two sources. First, following sales and outreach contacts with employers, Employer Outreach jurisdiction sales representatives documented the levels of programs implemented by their employer clients in the ACT! contact management database maintained by Commuter Connections. The Employer Outreach program defined four levels of employer effort: Bronze (Level 1), Silver (Level 2), Gold (Level 3), and Platinum (Level 4), distinguished by the expected increasing trip reduction effectiveness of the services offered and the commitment of the employer, as shown below.

- **Bronze (Level 1) programs** offer only commute information.
- **Silver (Level 2) programs** offer the services of an Employee Transportation Coordinator (ETC) and information, and include one or more of: preferential parking, carpool/vanpool formation meetings, bike racks or lockers, transportation fairs, informal telework, and alternative work hours.
- **Gold (Level 3) programs** include, in addition to the Silver services, services such as financial incentives or parking “cash out”, formal telework programs, parking fees, on-site ridematching, employees shuttles to transit stations, showers and lockers for bikers, and company vanpools.
- **Platinum (Level 4) programs** include two or more of the Gold program components and actively promote the program.

The ACT! database included 433 employers with programs of Level 3 or 4. Over half (225) of these employers had 100 or more employees at their worksites. The remaining 208 employers had fewer than 100 employees at the worksites. These Level 3 and 4 employers served as the primary employer population on which the regional impact evaluation of Employer Outreach was based. Level 1 and 2 employers were not included in the original regional impact calculation because their level of impact would be very small due to the lack of incentives or enhanced commute alternatives.

A second group of 138 private employers with 100 or more employees, supplemented the employers included in the ACT! database. These employers were not part of the Commuter Connections Employer Outreach program but were participating in the regional Metrochek transit discount program. A list of the employers participating in this program and the number of employees at each site was obtained from the Washington Area Metropolitan Transit Authority (WMATA), which administers the program.

Jurisdiction Sales Representatives

The second variable in the impact evaluation, employees' response to the services offered, was more difficult to obtain. Starting mode split data were available for 107 of the program employers that had conducted a baseline commuter survey prior to implementing the TDM program. But as is typical for voluntary programs, only a few had conducted a follow-up survey by the time the evaluation data were being collected. Because of the availability of baseline data, but the absence of post-program survey data, the researchers elected to estimate employee behavior changes using the US EPA's COMMUTER Model, which estimates worksite mode shifts from inputs on starting mode split and TDM program components.

This was quite similar to the methodology used in the 1999 evaluation, except that the prediction of employees' response to program services had been estimated using the Federal Highway Administration's (FHWA) TDM Model. During the development of the Revised Evaluation Methodology, the research team examined the COMMUTER Model to determine if it should replace the FHWA TDM Evaluation Model for purposes of estimating the impact of the Employer Outreach TERM.

After reviewing the capabilities and features of both models and comparing the results obtained with the two models, the research team recommended using the new model. The COMMUTER model is based on the same predictive principles and predicted very similar results, it was easier to understand and easier to use, it did not require complex inputs, it included options to assess impacts of strategies to promote use of non-motorized modes (bicycle/walk), and offered an option to test time-of-day impacts such as flex-time and staggered work hours. For these reasons, the COMMUTER Model was adopted for this evaluation.

Thus, in keeping with the model input formats, the employers included in the ACT! database were divided into groups of employers whose employees were expected to demonstrate similar responses to TDM program services. These similar employers were then combined for analysis purposes. Employers were first characterized by two employer/site variables: 1) type of employer, either office or non-office, and 2) availability of transit service, either low, moderate, or high.

For each of the six combination of these two variables, for example, non-office employers with high transit, an average mode split was calculated from the baseline survey data of employers in that employer group that had conducted commuter surveys. Additionally, the Average Vehicle Ridership (AVR) was calculated for each group.

Employers in each of the six categories were further divided by the specific elements in their commute program. For example, all employers that offered a particular package of services, for example transit subsidies, telework, commute information, and alternative mode support services (e.g., GRH and preferential parking) were grouped together. These employers were kept apart from employers that offered, for example, transit subsidies, shuttles, and vanpools. For each of these “package” groupings, the total number of employees at all worksites in each category was then calculated, making each category essentially equivalent to a single employer. One hundred fourteen distinct combinations of employer type (e.g., non-office, high transit) and program service packages were identified.

For each of the 114 employer and program level combinations, the starting mode split and Average Vehicle Ridership (AVR) were input to the COMMUTER model, along with other information about the worksite characteristics and program service information. The model was then used to calculate the final mode split, final AVR, and average percentage trip reduction that would be expected following implementation of the various program combinations.

Next, starting and ending AVRs were used to calculate starting and ending vehicle trips and the number of vehicle trips reduced was calculated by subtracting ending trips from starting trips. VMT reduced was estimated by multiplying the vehicle trips reduced by an average regional one-way trip length for all commuters, 15.5 miles, calculated from the 2002 State of the Commute Survey. Emissions reduced were calculated by multiplying trips and VMT reduced by 2002 regional emission factors. Appendix 5 provides details of the calculations of impacts for the Jurisdiction Sales Representatives component of Employer Outreach.

Metrochek

The COMMUTER Model also was used to estimate trip reduction for employers that participated in Metrochek but were not included in the ACT! database. The number of large (100 or more employees), private employers participating in Metrochek and the number of their employees currently receiving Metrochek were obtained from WMATA. To avoid double counting employers captured through the jurisdiction sales representatives, WMATA’s list was compared to the ACT! database and duplicates were eliminated from the Metrochek list.

The remaining 138 employers were then classified in the same six employer/site classifications (office/non-office, high/moderate/low transit) that were used for employers in the ACT! database. Starting mode split data were not available for these employers, so the groups were assigned mode splits equivalent to those calculated for the EO-jurisdiction representative component. A weighted average mode split and weighted average AVR were then calculated for these employers, based on the number of employees in each of the six categories.

The Metrochek data files did not indicate what commuter assistance services, other than Metrochek, these employers offered, so this information was obtained through a February 2002 survey of Metrochek employers. The results of this survey are described in a report entitled “Metrochek Survey Results.” Because these results were obtained from a sample of Metrochek employers, rather than from the specific 138 employers that were included in the analysis, the program service combinations to be tested were distributed among the analysis employers based on the percentage occurrence of the program in the survey.

For example, 1.9% of the employers surveyed offered Metrochek, transit and carpool information, and compressed work schedules. Thus 1.9% of the employees in the analysis set were assigned to this program combination category. Twenty-four combination packages were identified.

From this point, the evaluation methodology mirrored that used for the ACT! database employers. Appendix 6 details the impact calculations for Metrochek.

EMPLOYER OUTREACH SUMMARY OF GOALS AND IMPACTS

The combined impacts for Jurisdiction Sales Representatives and Metrochek, calculated as described above, were compared against the TERM goals. The total goals and impacts are shown in Table 6. As shown, the number of employers participating in Employer Outreach substantially exceeded the goal, 571 participating employers compared to the goal of 251; 433 from the Jurisdiction Representatives component and the remaining 138 from Metrochek.

The original employer participation goals were determined from a TDM marketing model that estimated market demand by analyzing private sector employers with 100 or more employees. The model, which was based on 1994-95 research studies of consumers and businesses who received very little marketing effort, predicted a seven percent penetration rate for regional employer participation. This penetration rate was then applied to the 1990 employer census information and a portion allocated to each jurisdiction receiving pass-through funds for the Employer Outreach TERM. The participation rate adopted assumed successful outreach efforts by the jurisdictional and WMATA sales representatives.

Further, because all the employers included in the analysis had implemented substantial programs, most of them including several of the services that research has shown are likely to produce high levels of trip reduction (e.g., transit and rideshare subsidies, compressed work schedules, telecommuting) the total trip reduction was substantially higher than the goal. As shown below, 15% of participating employers reached level 4, which requires that the employer implement several high impact strategies.

Employer Outreach Program Level	Employers Participating	Employees Represented
<u>Gold (Level 3)</u>		
- Employers 100+	182 (42%)	95,211(70%)
- Employers <100	188 (43%)	6,045 (4%)
<u>Platinum (Level 4)</u>		
- Employers 100+	43 (10%)	914 (1%)
- Employers <100	20 (5%)	33,713 (25%)
Total	433	135,883

Further, the trip reduction goal also assumed that all employers would implement Gold (Level 3) programs and offer a transit or rideshare subsidy of \$1 per day. But, nearly all of the employers offered a transit subsidy of at least \$1.82 per day, and many offered a subsidy of as much as \$3.41 per day.



Commuter Survey

Employer:
What is the name of your employer?

Location:
What is the location (City, State) of your employer?

Q # 1) Where did you work yesterday?

Q # 2a) What was your exact work site arrival time yesterday? Please include AM or PM.

Q # 2b) What was your exact work site departure time yesterday? Please include AM or PM.

Q # 3) How did you travel to work yesterday? If more than one mode, check only the final mode you used to reach your work site. Do not check "walked" if you walked to or from your car, bus, train station, etc.

Q # 3N) Including yourself, how many persons were in the carpool/vanpool?

Q # 3 DP) Were you:

Q # 4) How far do you live from your work site (in miles)?

Q # 5) What is your home zip code?

Q # 6) What is the closest intersection to your home?

DO NOT answer question 7 if you regularly use transit, carpool, vanpool, bicycle or walk to work.

Q # 7) If you usually drive alone to work, would you switch to an alternative commute mode (i.e. transit, carpool, vanpool, bicycle) if you were offered following:

- a) A guaranteed ride home in an emergency
- b) Flextime
- c) A monthly transit benefit
- d) A monthly vanpool benefit
- e) Free parking for carpool/vanpool
- f) Free assistance to find carpool/vanpool
- g) Transit route and schedule information
- h) Bicycle storage/shower facilities

Q # 8) How much do you pay each month to park at your worksite?

Q # 9) How much does your employer pay for your transit, carpool, vanpool, bicycling, or walking commuting expenses each month?

Q # 10) Your comments regarding your commute to work: