



**COMMUTER CONNECTIONS SUBCOMMITTEE
MEETING MINUTES**

Tuesday, September 20, 2016

12 noon – 2:00 p.m.

Metropolitan Washington Council of Governments

777 North Capitol Street, N.E.

Third Floor, COG Board Room

Chairperson: Kendall Tiffany, Frederick County TransIT

Vice Chairperson: Fatemeh Allahdoust, VDOT

Staff Contact: Nicholas Ramfos 202/962-3313

Item #1 Introductions

The Subcommittee members were asked to introduce themselves and to sign the attendance sheet

Item #2 Minutes July 19, 2016

Approval was sought for the July 19, 2016 Commuter Connections Subcommittee Meeting Minutes.

Approval of July 19, 2016 minutes was put forth on a motion by Mark Sofman, and seconded by George Clark to approve the minutes of the meeting as written.

Item #3 Announcement of New Vice Chair

Kendall Tiffany announced the Commuter Connections Vice Chair Nominating Committee's selection of the next Subcommittee Vice Chairperson. The Subcommittee was asked to approve the nomination.

Kendall Tiffany began stating that the Vice Chair nominating committee held a conference call meeting in August which was composed of herself, Fatemeh Allahdoust, VDOT, Jim Sebastian, DDOT, and Nicholas Ramfos, COG/TPB staff and the group unanimously decided to nominate Janiece Timmons of WMATA to serve as the new Vice Chairperson for the Commuter Connections Subcommittee. Ms. Tiffany then requested a motion from the Subcommittee to approve the nomination of Ms. Timmons. Mr. George Clark proceeded in moving in support of the nomination followed by Larry Filler who seconded the motion. The subcommittee unanimously voted in support of the motion.

Item #4 Change of Chairs

Ms. Fatemeh Allahdoust, VDOT, then presented an honorary plaque to Ms. Tiffany in recognition of her service as Chairperson of the Commuter Connections Subcommittee for the past year. Members of the Subcommittee and audience including COG/TPB staff collectively thanked Ms. Tiffany for her efforts and contributions. Mr. Ramfos also offered his words of gratitude. Ms. Tiffany thanked the Subcommittee for their support during her time as

chairperson and expressed her continued interest in participating in the Commuter Connections Subcommittee. Ms. Allahdoust then assumed the Chair position for the Subcommittee.

Item #5 2016 State of the Commute Survey

Nicholas Ramfos, COG/TPB staff, briefed the Subcommittee on the substantive changes made to the 2016 State of the Commute draft survey report. The Subcommittee was briefed on the report highlights on July 19th and a comment period was established for September 2nd.

Mr. Ramfos began by identifying the document reminding the subcommittee that the results had been previously shared during the July meeting, that the report had been released, and that the comment period had closed. Mr. Ramfos noted that substantive changes were made to the report including corrections to typos and to table and data accuracy. The main points that he identified began with figure 9 on page 13 where a new table (Table 2) was added which displays information relating to the age and duration of ownership for vehicles in the inner and outer suburbs. Mr. Ramfos found this information particularly pertinent due to its findings given contemporary conversation relating to the subject, specifically regarding millennials and their rate of driving within the inner and outer suburbs, which is nearly consistent with other age groups within the same regional domain.

Mr. Ramfos then directed the committee's attention to page 37, figure 27, where language was added to provide greater clarity regarding alternative mode shifts; then to Page 47, figure 38, regarding satisfaction, distinguishing commuter train and Metrorail satisfaction identifying significant declines for both modes; to Page 66 where language was added to provide clarification on commute mode by distance from home to the train station noting that transit use was mirrored by corresponding increases in driving alone.

He continued in referencing page 80 above figure 68 regarding transportation rating satisfaction based on distance from home to bus stop and train station where additional language was added which reads "except nearly half who lived less than half a mile from the train station rated transportation satisfaction as a four or five." Finally, Mr. Ramfos drew the committee's attention to page 90 regarding regional infrastructure initiatives and advertising message recall and language that was added including reference to the I-95 Express Lanes.

Mr. Ramfos then shared the timeline for the general public reports finalization by the end of this fiscal year and the printing and distribution of the report by July of the upcoming year and subsequently opened the floor for questions.

Ms. Allahdoust then raised a question regarding the chronology in which materials such as the SOC are presented to the Subcommittee as it relates to final TPB approval. Mr. Ramfos reminded Chair Allahdoust that a presentation on the draft highlights of the Technical Report had been made to the Subcommittee at the July meeting. Mr. Ramfos noted that what will be presented to the TPB this month will be an extrapolation of highlights from the SOC due to time constraints for presenting the material during the meeting.

Mr. Larry Filler then asked Mr. Ramfos how stand-alone pieces for the SOC are identified for publication to which Mr. Ramfos noted that the starting point will be the stand-alone publications that had been previously published and an inventory of their use. He also invited Mr. Filler to share any ideas pertinent to the publication of SOC stand-alone publications.

Ms. Sharon Affinito via the teleconference line then asked Mr. Ramfos whether or not the SOC report can be distributed by her organization to which Mr. Ramfos replied that the Technical Report was public information and could be distributed.

Ms. Allahdoust then opened the floor for a motion for endorsement of the report which was made by Kari Snyder and seconded by Mark Sofman. The Subcommittee unanimously voted to endorse the 2016 State of the Commute Survey Technical Report for release.

Item #6 2016 GRH(GRH) Draft Survey Report for the Washington DC Region
Nicholas Ramfos, COG/TPB staff, briefed the Subcommittee on the substantive changes made to the 2016 GRH Draft Survey Report for the Washington DC region. The Subcommittee was briefed on the report highlights on July 19th and a comment period was established for September 2nd.

Mr. Ramfos began his presentation introducing substantive changes that have been made to this report beginning with the executive summary where information was added pertaining to implications of results on travel and air quality assessment and how information from this report is used to estimate both transportation and emissions impacts. In general typos and inaccurate data were corrected. He acknowledged and thanked VDOTs contributions to the editing process. Mr. Ramfos drew the Subcommittee's attention to page 5 of the report where information was added regarding the level of confidence for the analysis, that the information was statistically comparable to the 2013 confidence levels. In addition, Mr. Ramfos identified changes on page 16 of the report regarding past registrants where information regarding vanpooling was missing. Also on page 18 regarding commute times, where there were questions regarding why there are significant differences in terms of the origin and destination of the respondents and also regarding the assumption that GRH users must use transit that their commute times are greater, language was added that says their longer the average commute time is due in part to their longer than average travel distance, but also its likely influenced by the substantial usage of carpooling and vanpooling in transit that these modes typically take longer per mile than driving alone. Mr. Ramfos then drew the Subcommittee's attention to page 30 figure 23 where language was added regarding the fact that multiple responses were permitted. Finally, on page 35 there were changes that were made to the percentages in the narrative which did not match Table 11 were corrected and it reads now that for more than half of the respondents, taxis arrived within 10 minutes and nearly 9 in 10, (85%) of respondents waited 20 minutes or less.

Mr. Ramfos then shared with the Subcommittee that once the report was endorsed it would subsequently be finalized and the information from the report will be used in the TERMS analysis. The final version of the report will be published within the next month and will be accessible via the Commuter Connections website.

Ms. Allahdoust opened the floor for questions and then asked for a motion to endorse the report for public release. Larry Filler made a motion for the report to be endorsed which was subsequently seconded by Kari Snyder. The subcommittee unanimously voted to endorse the 2016 (GRH) Draft Survey Report for the Washington DC Region for release.

Item #7 2016 Retention Rate Survey Draft Survey Report

Nicholas Ramfos, COG/TPB staff, briefed the Subcommittee on the substantive changes made to the 2016 Retention Rate Survey Report for the Washington DC region. The Subcommittee was briefed on the report highlights on July 19th and a comment period was established for September 2nd.

Mr. Ramfos began by acknowledging that this particular survey is original in its implementation having never been produced before, also noting that there was a significant amount of changes made to the draft report. Mr. Ramfos mentioned that the intentions for utility of this report will be to help assess retention in GRH and Ridesharing beyond what is typically used during the three-year evaluation period as it pertains to the TERMS analysis. Data in language changes were made to this report including the addition of the word “requesting” as it pertains to participants and Commuter Connections services. Mr. Ramfos also mentioned that continued alternative mode use with no changes at all, should be captured in our data in terms of the fact that program participants were retained. He shared that there would be continued discussion as to how this demographic will be included statistically in the analysis whether as a whole credit or partial credit. The change on this particular item was not made to the report; however, is important to mention that this is the part of the conversation that will take place moving forward which can be found on page 23. In addition, there needs to be a further understanding of the methodology of the analysis and perhaps a TDM Evaluation Group meeting would be held to further dissect the analysis processes.

Mr. Ramfos opened the floor for questions noting that this report will be published and posted on the website and hard copies provided upon request.

Ms. Kari Snyder then asked whether the report will be presented to other committees to which Mr. Ramfos replied that it would not, and that it will be published and posted to the Commuter Connections website and that hard copies of the report will be available.

Ms. Allahdoust made the suggestion that further discussion regarding retention is necessary to gauge efficiency and performance measures and noted that highlights from the Retention Rate survey report have the potential to be central to the overall enhancement of services.

Ms. Heidi Mitter than noted that future volumes of this report will be effective in analyzing cyclical findings over time comparatively.

Ms. Allahdoust then requested a motion to endorse the report for release. A motion was made by Subcommittee member Tracy McPhail which was then seconded by Michelle Althoff. The 2016 Retention Rate Survey Draft Survey Report was successfully endorsed for release to the public for review.

Item #8 2016 GRH(GRH) Draft Survey Report for the Baltimore Region

Nicholas Ramfos briefed the Subcommittee on the draft highlights of the FY 2016 GRH Survey for the Baltimore metropolitan region. A comment period was established for the draft report issued for October 14, 2016

Mr. Ramfos acknowledged that this report is part of the meeting materials package for Subcommittee members noting that results of this report are different from that of the Washington region and that he will be sharing highlights of this report with the Subcommittee. He noted that there were 329 registrants who were part of the survey and that this is the second survey that has been completed on travel patterns and satisfaction with GRH as well as the use of other commuter services in the Baltimore metropolitan region and St. Mary's county.

In terms of demographics he mentioned that about 70% of registrants lived in Maryland and the large majority worked in Maryland which is a requisite for the program, that this was also similar or to 2013 demographics, that GRH registrants had very long commutes with an average distance over 35 miles, and 60% traveled 30 or more miles to work. One of the questions related to current status of participants and the majority of participants correctly define their status in the program, however half thought they were still registered when they were not. He stated that this is an endemic aspect of our program being that participants are not consistently aware that their registration has expired. Half the respondents had registered before 2013 and 22% registered before 2011. Nearly 70% of registrants participated at least two or more years, two thirds of the current registrants had been participating for two or more years while 35% of past registrants had participated just as long. Regarding why people do not re-register for the program, there were many personal reasons in terms of need for the program, ending their commute, changing their mode of commute and once again people do not remember to re-register. However, he stated that we actively reach out to these participants to remind them to re-register prior to when they are in need of the program, although we do re-register immediately upon request.

Mr. George Clark suggested that perhaps a comment could be added to the GRH application to inform participants that annual registration is necessary.

Regarding advertising recall and impact, word-of-mouth was the most popular way that participants learned about the program which is similar to the 2013 survey followed by employer surveys and the Internet. About 40% of the participants had heard about the GRH program through ads, those who register before 2011 and those registered in 2015 and 2016 were more likely to have heard those ads. 45% recall those ads compared to 38% of respondents that re-registered between 2011 and 2014. Beginning this fiscal year, he stated that marketing would be enhanced in the Baltimore metropolitan region in collaboration with MTA and there would be an anticipation of interesting findings in future survey analyses.

About two in 10 had heard about the ads before they had registered and agreed that the ads had influenced them to register. Others who had not heard the ads registered before, which was 60%. Those who had not heard the ads registered were about 17% and there was a small percentage who were not influence at all by the advertisements.

Regarding commute patterns and changes, the majority of participants had used an alternative mode as a primary mode which is essentially a requisite for being a part of the program. 60% of past participants used alternative modes. Over half of past registrants are still using alternative modes. Bus and bike/walk share declined slightly since 2013. About 40% of participants drove alone before GRH and 4% drove alone during their participation in the program. Mode shares for almost all of the alternative modes increased and in particular for carpool/vanpool which increased from 17% to 42%, bus use rose from 26% to 31%, and commuter rail grew from 5% to 9%.

During GRH use, the average alternative mode days increased to from 2.8 days to 4.5 days which is primarily due to shifts from driving alone. 36% of registrants shifted from driving alone to alternative modes which is higher than was in 2013. About eight in 10 respondents said that GRH was important to their decision to begin using alternative modes. About one third said that once they began using alternative modes they were not likely or somewhat likely to switch without using GRH. About 30% of respondents said that they received some other type of information from Commuter Connections which was most likely transit information or Park and Ride lot information, or a matchlist. 40% of respondents also said that non-service factors that influenced their decision included saving money, not wanting to drive, saving wear and tear on their vehicle and to saving time. In terms of use and satisfaction, about two in 10 of registrants made a trip which is expected because the program is more of an insurance policy. About 60% of trips were used to address some type of an illness and 27% were used for unscheduled overtime. Respondents waited on average for about 20 minutes for the taxi to arrive and 88% of respondents who used the trip stated they were satisfied.

Mr. Ramfos then opened the floor for questions noting that comments would be appreciated particularly from the Baltimore and St. Mary's region.

Ms. Meredith Hill noted that she intends to better coordinate with Baltimore and that she will be engaged promoting the findings of the report with others outside the MWCOG MPO catchment area.

Mr. Larry Filler then raised a question regarding the series of reports presented during the Subcommittee meeting asking to what extent will the reports help strengthen services, including the adoption of best practices and the reduction or elimination of non-effective practices, questioning whether there is a process of implementing strategies that relate to key findings.

Mr. Ramfos noted that the TERM analysis is the most comprehensive report produced by the CCWP and that in the past efforts have been made by COG/TPB staff to implement changes based on the results from the various reports produced through the regional TDM Evaluation project. For example, for the GRH program, a change was made in the past to the program guidelines that requires participants to use an alternative mode of transportation at least 2 days a week whereas 3 days was the original requirement, but was changed based on analysis findings. In addition, the information is helpful in working with state funders and evaluating cost needs. Also, we are able to ascertain the degree of effectiveness in marketing efforts and engage local leaders and Subcommittee members to assist in promoting particular aspects of Commuter Connections programs. Overall results are consistent with past reports other than findings in the SOC report relating to commute satisfaction, travel times, telework popularity, the decrease in single occupancy vehicle utility and effect of Metrorail and safety.

Mr. Filler than asked if it would be appropriate for Commuter Connections to institute a new form of report based on stated preferences and what makes a difference in terms of incentivizing the alternative commute choice within the region.

Ms. Allahdoust noted that the SOC provides much of the information that Mr. Filler is referring to based on the series of questions that address this point, but perhaps future data collection questions of a similar nature can be more explicit.

Mr. Ramfos noted that Commuter Connections is always open to suggestions regarding survey questions and methodology. For instance, Mr. Ramfos mentioned that fact that questions regarding flex time have been recently incorporated into the SOC survey.

Mr. Filler noted that perhaps the data derived can produce more concrete strategies to enhance services. Mr. Ramfos replied that the TDM Evaluation group is charged with this purpose and that the CCWP is flexible to incorporate suggested enhancements.

Ms. Allahdoust supported Mr. Filler's suggestion noting that she will reiterate this point at the state TDM level and continue to pursue finding more practical direction in the utility of report findings.

A comment period established for October 28th.

Item #9 2016 Car Free Day Event

Douglas Franklin, COG/TPB staff, briefed the Subcommittee on the status of the 2016 Car Free Day event.

Mr. Franklin began by announcing that Car Free Day will be on Thursday, September 22. He encouraged Subcommittee members to participate by utilizing one of the modes identified as alternatives during Car Free Day including biking, teleworking, walking, using the bus or Metrorail system or by carpooling. He stated that Car Free Day is a date to promote alternative transportation to commuters, residents and student populations so that as many people as possible can participate. He requested that Subcommittee members and members of their jurisdictions go online and take the free pledge where they can choose between going car-lite or car-free.

Mr. Franklin then stated that the number of pledges will be tabulated to provide a measure for the emissions impact after the event and that we will be able to have this data by state, jurisdiction, mode etc. There is also a variety of marketing tools available to promote the event and a significant portion of that is relying on network members through social media channels and that efforts of jurisdictions to promote the event locally is appreciated.

Mr. Franklin mentioned that a formal regional proclamation for the event was approved by the TPB in July and that posters, radio advertisement, donated transit signage, social media, text messaging, direct-mail to employers and press releases are all part of the marketing efforts. The website for the event launched in early August and has a pledge counter on the homepage. Also Car Free Day in addition to Bike to Work Day are featured in the TPB's annual report which is available upon request and on the COG (mwcog.org) website. Mr. Franklin then played of the Car Free Day radio advertisement that was created for the event.

Ms. Kari Snyder opened a discussion regarding highway variable message signs and suggested a future collaboration with jurisdictions to promote Car Free Day via these signs.

Mr. Franklin continued in requesting that Subcommittee members who wish to have special events that will be occurring for Car Free Day posted to the event website to reach out and submit that material.

Mr. Franklin stated promotional efforts have included social media, and text messages to those registering have been sent asking for their support in reaching out to others such as friends and family to pledge. A second press release was sent out the day prior regarding the event. Finally, Mr. Franklin concluded in mentioning that COG/TPB staff and its contractor were working with area colleges on a Car Free Day Campus Challenge and have had over 500 pledges from email addresses belonging to students within the region.

Item #10 SafeTrack Work Group Update

Nicholas Ramfos, COG/TPB staff briefed the Subcommittee on the Commuter Connections SafeTrack Work Group activities.

Mr. Ramfos provided a brief update mentioning that there have been four safe track workgroup meetings all taking place prior to a surge with the focus of the meetings being to provide a venue for collaborative discussion and exchange of information regarding each jurisdiction, TDM strategies, lessons learned in addition to updating the SafeTrack information being presented on the Commuter Connections website. He also stated that 25,000 geo-targeted messages were sent to employers and employees with the purpose of providing alternative commute options to commuters being affected by SafeTrack and also to encourage employers to disseminate the information to employees. He concluded in stating that there has also been social media outreach and that there is also a current ad campaign and public service announcements regarding the subject. Finally, Mr. Ramfos noted that between July and August there was a 14% increase and Rideshare applications through Commuter Connections which is likely due to SafeTrack.

Mr. George Clark made a suggestion mentioning that now may be a good time to work with the General Manager of metro to produce a public service announcement that promotes alternative transportation.

Mr. Ramfos noted that WMATA has been supportive of Commuter Connections via their website, collaborative press conferences and in anticipation of the CarPoolNow Application, but understands Mr. Clark's point in the role that WMATA could play in enhancing the promotion of alternative commute modes.

Item #11 Update on the Transportation Planning Boards Draft 2016 Congestion Management Process (CMP)

Andrew Meese, COG/TPB staff provided information to the Subcommittee on the latest version of the region's CMP with a focus on a revised process for identifying bottlenecks.

Mr. Meese drew the Subcommittee's attention to the copy of the report in their meeting materials noting that he will provide brevity to the presentation due to the extent of material in the report and invited questions pertaining to particular areas of interest for Subcommittee members. Mr. Meese then provided background in noting that the CMP is federally required and goes back to 1991 and that in the region has the long-range plan along with a CMP component. In 2006, COG/TPB staff began producing a CMP technical report. He noted that in the CMP, a quarterly dashboard is available and is reflected in this report. The report has two major pieces to it. One is a compilation of information to demonstrate the Metro Washington area's devotion to

congestion management in addition to strategies that are being studied and pursued. He also stated that COG/TPB staff does an analysis on some of the congestion information mainly from probe data. The report is structured in a way that parallels federal requirements. Mr. Meese then shared traffic trends and discussed vehicle probe data that comes from the tracking of cell phones and GPS devices. He noted that historical databases are mined for trends and during the period of 2010 to 2015 the population increased in addition to vehicle miles traveled, however, peak period congestion decreased by 3.7%.

Mr. Meese continued in clarifying the dimensions of the Metropolitan planning area to the exclusion of Charles and Calvert County in response to a question from George Clark. He provided additional clarifying answers to questions from Subcommittee members including the definition of VMT. He discussed travel time index as a method of measuring system congestion. He discussed reliability and peak period travel time, monthly variation and congestion, day of week variation in congestion, major freeway commute routes, travel time on major freeway commute routes, during peak periods, national comparisons of the Washington region's congestion, and congestion management strategies and key findings. In terms of key findings Mr. Meese noted that peak period congestion in the Washington region decreased between 2010 and 2012 and then increased moderately in 2014 and 2015 but still remained lower than that of 2010.

In terms of reliability of travel time in the region, it improved between 2010 and 2012 and then worsened in 2014 and 2015 almost back to the 2010 level. In regards to bottlenecks, both peak period and 24/7/365 roadway bottlenecks were evaluated using an updated methodology. Travel demand management continues to be an important tool for day-to-day congestion management and played a key role in congestion management during special events and operations coordination. Transportation operations coordination continues to play an important role, and real-time information benefits both travelers and transportation agencies. Additionally, variable price lanes provide additional options for travelers. Walking and bicycling continues to grow in the region. Mr. Meese also discussed a series of recommendations that were derived from the report including the continuation of the Commuter Connections program. Finally, Mr. Meese shared the timeline for the review and finalization of the document.

Mr. Meese then opened the floor for questions and comments.

Item #12 FY 2018 Work Program Development and Commuter Connections Strategic Plan

Nicholas Ramfos, COG/TPB staff briefed the Subcommittee on the timeline of the development of the FY 2018 Commuter Connections Work program (CCWP). Highlights of the program were reviewed. The Subcommittee was also briefed on the Commuter Connections Strategic Plan.

Mr. Ramfos drew the Subcommittees' attention to the 3 documents included in this agenda item beginning with the timeline for program milestones mentioning that during the month of September program elements for FY 2018 would be evaluated along with identifying project components and the distribution of draft bullet points which was provided to the Subcommittee. He stated that a draft work plan will be completed in the upcoming month for the STDM Work Group's review and that a comment period will be established. A draft FY2018 CCWP document will be brought to the Commuter Connections Subcommittee meeting in November for review and

will be refined based on the groups feedback. The FY2018 CCWP will be brought back to the Subcommittee in January for endorsement. The FY2018 CCWP will then be presented to the TPB Technical Committee in February and March for review and will be released for public comment in February. The TPB will review the document in February and will be slated to approve the document in March. In May, funding commitment letters will be sent to the funding agencies and any adjustments that need to be made will be identified and, will be made to the TIP in June, the program will be slated for implementation in July.

Regarding the CCWP bullet points, Mr. Ramfos mentioned that few changes have been made save for changes to the Monitoring and Evaluation program element section. The State of the Commute general public report will be printed and distributed, TERM analysis report will also be finalized and distributed, and the FY 2018 Placement Rate Survey will be conducted and a report will be issued. Mr. Ramfos noted that other than the key changes mentioned there has also been budget changes and that the other component is the Commuter Connections Strategic Plan. The short version of the plan was provided for the meeting and will be discussed during the November meeting, however Mr. Ramfos encouraged Subcommittee members to review the document prior to then.

Mr. Ramfos then opened the floor for questions.

Item #13 4th Quarter CCWP Budget Report, FY 2016 4th Quarter Progress Report, and FY 2016 CCWP Annual Report

Travis Johnston, COG/TPB staff, briefed the Subcommittee on the status of the FY 2016 4th Quarter Progress and Budget reports and the FY 2016 CCWP Annual Progress Report.

Mr. Johnston noted the three documents associated with his report beginning with the overall budget report for FY 16, drawing the committee's attention to the document mentioning that the program spent \$5.2 million out of the \$5.8 million budgeted for the fiscal year which is 90% spent rate. The GRH trips budget was underspent which is expected due to the nature of the program.

Mr. Johnston then moved on to the 4th Quarter Progress report noting that there are overlaps in information contained in both the annual and quarterly report and reviewed Table 1 and the programs quarterly activity and impact summary in addition to individual jurisdiction statistics.

Mr. Johnston then directed the Subcommittee's attention to the Annual Progress Report where he briefly pointed out page 1 where program highlights can be found related to the Operations Center. He noticed significant items including efforts pertaining to SafeTrack, Subcommittee meeting summaries, including endorsed documents and reports.

Mr. Johnston then directed the Subcommittee's attention to page 9 of the report where highlights regarding transportation information software, hardware and database maintenance information can be found including systems upgrades and the efforts of the TDM system working group. Thanking the participants of the work group Mr. Johnston noted the efforts covered regarding the new look and feel of the TDM system, the CarpoolNow mobile app, and one click matching.

Moving to page 34 he identified the Monitoring and Evaluation efforts including the Retention Rate Survey, the GRH Surveys and the State of the Commute survey. Finally, Mr. Johnston noted the aggregated data from all 4 quarters, as it relates to Rideshare and GRH applications, matchlists and the outputs of the Operations Center including charts and graphs. Mr. Johnston opened the floor for questions.

Item #14 Other Business/Set Agenda for Next Meeting

Chairperson Allahdoust reminded the Subcommittee members of the action item for the meeting which was to provide comments and/or edits to what was Item #8 on the agenda being the 2016 GRH Draft Survey Report for the Baltimore and St. Mary's county regions, which will be due by October 28th.

The next meeting of the Commuter Connections Subcommittee will be held on Tuesday, November 15, 2016 at 12 noon.