



MEMORANDUM

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Date: December 29, 2004

To: TPB Technical Committee

From: Ronald F. Kirby
Director, Department of
Transportation Planning

Re: FY 2006 Commuter Connections Work Program

The Commuter Connections Program is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to the private automobile, including ride-sharing, transit, telecommuting, bicycling and walking. The Program has been shown through the 2004 State of the Commute Survey and other earlier evaluation studies to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following cost-effectiveness measures for the Commuter Connections Program were developed based on the results of the 2004 State of the Commute Survey:

Cost per VT reduced:	\$0.15
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$6,000
Cost per ton of VOC reduced:	\$12,000

Funding for the Commuter Connections Program has been programmed over a multi-year period to ensure that emissions reductions are produced as scheduled and reported in the air quality conformity analysis adopted annually by the TPB. The multiyear funding schedule for Commuter Connections included in the FY 2004-2009 Transportation Improvement Program (TIP) is shown in Table 1 for federal fiscal years 2003 through 2009.

Under the funding schedule in Table 1, funding for federal FY05 (beginning October 1, 2004) would be programmed for Commuter Connections' FY06 (beginning July 1, 2005). The breakdown of this Commuter Connections FY06 budget by program element and by state funding source and local membership dues is shown in Table 2. Table 3 shows that the proposed FY06 funding level of \$4.476 million would be \$503K lower than the FY05 funding of \$4.980 million due to maturation of the mass marketing program element, and the completion of the expanded telecommuting measures in Maryland and Virginia.

TPB Technical Committee

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TPB staff have prepared the attached outline for the FY06 Commuter Connections Program based on the \$4.476 million funding level shown in Tables 1, 2, and 3. This outline would continue the Commuter Connections program as envisaged in the multi-year funding schedule shown in Table 1.

As noted in the attached memorandum of November 10, 2004 to the TPB, in the summer of 2004 TPB staff met with staff of the three state funding agencies as a first step in conducting a complete review of the Commuter Connections Program. The review is aimed at: assessing the effectiveness of each of the program elements; considering the state funding shares; and streamlining the structure and administrations of the program. The results of this review will be incorporated into the final FY06 work program for Commuter Connections.

The attached outline for the FY06 Commuter Connections Program will serve as a baseline for the review and revision of the Program. TPB staff are currently preparing options for restructuring and streamlining the Program for consideration by the state funding agencies. Following review and discussion of these options by the State funding agencies, TPB staff will prepare a revised outline of the FY06 Commuter Connections Program for discussion with the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB over the next two to three months, with the goal of adoption of the final FY 2006 Commuter Connections Work Program by the TPB in the Spring of 2005.

Attachment

TABLE 1
COMMUTER CONNECTIONS FY2006 WORK PROGRAM
FY04-09 REGIONAL TIP FUNDING SCHEDULE FOR COMMUTER CONNECTIONS
PROGRAMS AND ADOPTED TERM COMPONENTS¹

	PROGRAM COMPONENT	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Shares DC/MD/VA
1	Employer Outreach	\$947,550	\$947,550	\$947,550	\$947,550	\$947,550	\$947,550	\$947,550	\$5,685,300	10/45/45
2	Guaranteed Ride Home	\$1,678,500	\$1,678,500	\$1,678,500	\$1,678,500	\$1,678,500	\$1,678,500	\$1,678,500	\$10,071,000	10/45/45
3	Commuter Operations Center ²	\$496,000	\$511,800	\$528,800	\$544,400	\$560,732	\$577,032	\$600,000	\$3,322,764	33/33/33
4	Telecommute Project ³	\$780,000	\$780,000	\$480,000	\$480,000	\$480,000	\$480,000	\$480,000	\$3,180,000	9/12.5/79.5
5	Integrated Ridesharing	\$177,000	\$177,000	\$177,000	\$177,000	\$177,000	\$177,000	\$177,000	\$1,062,000	35/0/65
6	Employee Outreach/Bicycling	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000	20/40/40
7	Mass Marketing (Consumer)	\$1,020,000	\$815,000	\$600,000	\$500,000	\$400,000	\$400,000	\$400,000	\$3,115,000	10/45/45
	TOTAL	\$5,114,050	\$4,924,850	\$4,426,850	\$4,342,450	\$4,258,782	\$4,275,082	\$4,298,050	\$26,526,064	

¹Annual TIP funding corresponds to the federal government's fiscal year beginning October 1. Budget amount shown would be programmed for COG's fiscal year beginning the following July. For example, funding of the \$780,000 shown for the FY03 annual element of the TIP for the Telecommute project corresponds to the federal fiscal year 2003 beginning October 1, 2002, and would be programmed for COG's fiscal year 2004 beginning July 1, 2003.

²Does not include annual membership/client fees.

³Includes \$300,000 in federal FY04 and FY04 for Virginia and Maryland's expanded telecommuting TERM adopted by the TPB.

TABLE 2
COMMUTER CONNECTIONS FISCAL YEAR 2006 BUDGET
PROGRAM ELEMENT

FUNDS SOURCE	Employer Outreach	Guaranteed Ride Home	Commuter Operations Center	Metropolitan Telework Resource Center	Integrated Rideshare ¹	Employer Outreach for Bicycling	Mass Marketing	TOTALS
District of Columbia	\$94,754	\$167,850	\$176,266	\$42,000	\$53,200	\$3,000	\$60,000	\$597,070
State of Maryland	\$426,398	\$755,325	\$176,266	\$60,000	\$0	\$6,000	\$270,000	\$1,693,989
Commonwealth of Virginia	\$426,398	\$755,325	\$176,266	\$378,000	\$123,800	\$6,000	\$270,000	\$2,135,789
SUBTOTAL	\$947,550	\$1,678,500	\$528,800	\$480,000	\$177,000	\$15,000	\$600,000	\$4,426,850
Local Membership			\$49,500					\$49,500
TOTAL	\$947,550	\$1,678,500	\$578,300	\$480,000	\$177,000	\$15,000	\$600,000	\$4,476,350

¹Maryland elected to implement the TERP program instead of Integrated Rideshare

TABLE 3

COMPARISON OF COMMUTER CONNECTIONS BUDGET LEVELS

FOR FY05 and FY06 (proposed)

	DC	MD	VA	Local	TOTAL
FY05	\$612,904	\$1,935,073	\$2,376,873	\$54,900	\$4,979,750
FY06	\$597,070	\$1,693,756	\$2,135,789	\$49,500	\$4,476,350
DIFF	(\$15,834)	(\$241,084)	(\$241,084)	(\$5,400)	(\$503,400)

COMMUTER CONNECTIONS
PROPOSED WORK ACTIVITIES FOR FY 2006
(July 1, 2005 to June 30, 2006)

I. EMPLOYER OUTREACH

A. LOCAL AGENCY TECHNICAL ASSISTANCE

- Oversight to ten local sales jurisdictions to implement voluntary transportation demand management strategies at private sector employment sites.
- Maintain and update computerized regional employer database.
- Manage and monitor contract scopes of work for ten local sales jurisdictions, and employer survey data tabulation and reporting contractor. Almost 80% of the budget for this project goes to local jurisdictions or private contractors.
- Update and print sales materials and case studies. This information is also provided through the Commuter Connections web site.

B. EVALUATION SERVICES

- Data collection activities from ten local sales territories.
- Review of employer database records.
- Classification of employer records into levels of participation.
- Production of monthly progress report and level of effort tracking sheet listing results each local sales jurisdiction.
- Quarterly level of effort verification statements.
- Administer and produce annual Employer Customer Satisfaction Survey.
- Produce annual progress report.

Oversight: Employer Outreach Ad-Hoc Group

Products: Staffing and Coordination of the Employer Outreach Ad-Hoc Group, sales support conference calls and site visits, sales and database training, contract review and monitoring, and production of sales collateral materials,

monthly progress reports, quarterly verification statements, annual progress report, Employer Customer Satisfaction Survey.

Schedule: July 1, 2005 - June 30, 2006

Estimated Cost: \$947,550 - No change in budget from FY05

II. REGIONAL GUARANTEED RIDE HOME PROGRAM

A. GENERAL OPERATIONS AND MAINTENANCE

- Respond to requests from the general public for registration and re-registration to the program. Notify commuters when registration is about to expire.
- Prepare and send GRH new and re-registration ID cards, registration letters and participation guidelines on a weekly basis.
- Monitor GRH applicant database and server.
- Management and monitoring of contract services for day-to-day operations, 10 service providers, and marketing. This includes processing invoices for payment for contractors and for the general public for transit vouchers.
- Update and maintain program participation guidelines.
- Staff annual GRH Ad-Hoc Group meeting.
- Annual customer service training.

B. PROGRAM EVALUATION

- Produce monthly progress reports.
- Produce annual progress report.
- Collect and analyze data from monthly customer satisfaction survey for program users. Produce annual customer satisfaction survey based on feedback from program users.

C. MARKETING

- Conduct regional marketing campaigns in the Fall and Spring.
- Promote GRH at employer transportation information events.
- Maintain and Update collateral materials and web based information.
- Promote GRH as part of the regional Bike To Work Day event.

For the above tasks, 65% of the total program element budget is allocated to contractors and to marketing and advertising media placement.

Oversight: Commuter Connections Subcommittee and the GRH Ad-Hoc Group (meets annually).

Products: Program participation guidelines, annual GRH Ad-Hoc Group meeting, media placements and marketing plans, on-site employer promotions, marketing materials, software system maintenance and improvements, monthly applicant re-registration calls, daily processing of program applications and re-registrations, weekly production of applicant identification cards and welcome packets, daily responses to program inquiries, web information updates on the program, weekly mailing and processing of transit vouchers, weekly mailings of applications to one-time exception program users, monthly progress reports, annual progress report, Customer Satisfaction survey and report.

Schedule: July 1, 2005 - June 30, 2006

Estimated Cost: \$1,678,500 - No change in budget from FY05

III. COMMUTER OPERATIONS CENTER

A. LOCAL AGENCY COORDINATION AND TECHNICAL ASSISTANCE

- Technical support and training to local ridehshare agencies for the regional Commuter Connections ridematching software system.
- Review and distribution of received ridematching applications from employers and the general public.
- Matchlist and renewal notice generation and distribution services.
- Produce member reports, and fulfill member data requests.
- Federal Agency Employee Transportation Coordinator training.
- Staff the Commuter Connections Subcommittee, the Commuter Operations Center Subcommittee, the TMA Advisory Group, and the High-Tech Ad-Hoc Group.
- Produce the annual Commuter Connections Work Program.

B. TRANSPORTATION INFORMATION SERVICES

- Provide commuter traveler information on alternatives to driving alone to the general public by telephone, web site, electronically, or printed information.
- Process applications from the general public and answer the regional "800" line and respond to e-mails from the Commuter Connections web site.
- Continue web migration project of the regional ridematching database along with other Commuter Connections program databases such as GRH, telework, and employer outreach. Include a special events, carpool incentive, and program evaluation option.

C. GENERAL MARKETING AND EVALUATION SERVICES

- General TDM marketing support in conjunction with the Regional TDM Marketing Group. Activities include:
 - - Monitoring the implementation of regional marketing campaigns.
 - Production of a quarterly newsletter for employers and Federal agency Employee Transportation Coordinators.
 - Placement of advertisements in telephone directories.

- Updating marketing materials and the Commuter Connections web site.
- Annual Employer Recognition Awards.
- Annual update of the Regional TDM Strategic Marketing Plan and Resource Guide.

- Implementation of a database Placement Rate survey and production of a report on the results.
- Management and monitoring of general marketing and evaluation contract services.

D. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

- Daily backup of ridematching system and database.
- Maintenance of rideshare and Web site maps on ftp servers.
- Maintenance of rideshare database, software files and server.
- Maintenance and update of Commuter Connections web site data.
- Maintenance of the application processing software.
- Development, testing, and implementation of the new Web-based transportation system software.

Oversight: Commuter Connections Subcommittee and the Commuter Operations Center Subcommittee

Products: Documentation of specific support actions taken, documentation of all Subcommittee and group meetings, daily technical support and documentation, member site visits for software installation and technical support, daily Matchlist generation and distribution, software training for client members, training manual updates, monthly and bi-weekly statistical reports, monthly commuter renewal notices generation and distribution, Federal agency ETC training, completion and monitoring of the Emergency Management Contingency Plan, update and distribution of bi-annual Transportation Demand Management Resources Directory, maintenance and updates to the Federal ETC web site, production of the FY06 Commuter Connections

Work Program; monthly, quarterly and annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites, general public customer service, application processing, web migration of ridematching software and other TDM program service software, web site and map server maintenance and updates, brochures and marketing materials, web site, Employer Recognition Awards, Regional TDM Strategic Marketing Plan and Resource Guide, Placement rate survey and report, Quarterly newsletter; includes a Federal ETC insert, and on-site employer promotions,

Schedule: July 1, 2005 - June 30, 2006

Estimated Cost: \$578,298 - \$12,000 increase from FY05

IV. METROPOLITAN TELEWORK RESOURCE CENTER

A. GENERAL TECHNICAL ASSISTANCE

- Provide information through kits and CD-ROMs or videos, Commuter Connections newsletter, Web site, information kiosks.
- Continue marketing awareness campaigns and provide marketing assistance for the Washington Metropolitan Telework Centers (WMTC).
- Conduct employer telemarketing services to enable employers to start or expand telecommute programs in conjunction with local Employer Outreach efforts.
- Provide support to the Employer Recognition Awards project that includes the presentation of a Telework Award.
- Work with employers on developing or updating a formal Telework policy.
- Manage and monitor marketing contract services.
- Production of White Papers on telecommuting.

B. LOCAL COORDINATION AND EVALUATION

- Administrative and logistical support for the Telecommuting Ad-Hoc Group and for the WMTC Directors.
- Follow-up on telework leads identified by local Employer Outreach sales jurisdictions and make employer site visits and follow-up visits as needed.
- Update web site to provide workshop and seminar training materials on-line to employers.
- Conduct follow-up survey for FY05 Employer Workshop participants.
- Monthly progress reports.

Oversight: Commuter Connections Subcommittee and Telecommuting Ad-Hoc Group

Products: Continue distribution of TRC information kits and CD ROMS, update web site information,

Telework Award as part of the Employer Recognition Awards, media placement and advertising, Telework Center marketing, issuance of telework white papers and articles, staffing of the Telecommuting Ad-Hoc Group, employer site visits, follow-up on local sales leads from Employer Outreach representatives, developing on-line resources for employers from seminar and workshop curriculum, FY05 Employer Workshop survey report, monthly progress reports.

Schedule: July 1, 2005 - June 30, 2006

Estimated Cost: \$480,000 - decrease of 300K from FY05 due to completion of Expanded Telecommute TERM

V. INTEGRATED RIDESHARE

A. COMMUTER INFORMATION SYSTEM

- Integration of new transit, telework center, and park and ride lot data into the Commuter Connections ridematching system (CCRS) server.
- Obtain updated transit data and street centerline information from local jurisdictions and transit properties and reformat data into GIS for use on the CCRS.
- Update park-and-ride and telework center datasets for use on the CCRS.
- Update the interactive GIS-based web site application to include updated transit, telework center, and bicycle lanes/paths datasets.
- Monthly progress reports for program element.

B. MAINTENANCE AND OPERATION OF REGIONAL INFOEXPRESS KIOSKS

- Maintain and update content on the InfoExpress kiosk engine and applications.
- Daily monitoring and evaluation of 15 kiosk operations.
- Kiosk site relocations as needed for both permanent and mobile kiosks.
- Monitoring and upgrades to data communications system for kiosks.
- Maintenance and upgrades of kiosk enclosures, hardware, and peripheral devices.
- Marketing of kiosks through “kiosk ambassadors.”
- Management and monitoring of marketing contract and 15 kiosk site contracts.
- Monitoring insurance liabilities and updating insurance information as needed.

Oversight: Commuter Connections Subcommittee and the High Tech Ad-Hoc Group

Products: Documentation of regional CCRS software upgrades

and/or enhancements, documentation of added or changes of transit, telework center, park-and-ride, or bicycling lane/path information on the CCRS, InfoExpress kiosk system, Commuter Connections Web site, or E-Communicator software system; maintain and upgrade interactive park-and-ride lot mapping application, monthly progress reports, maintain and update content on the InfoExpress kiosk engine and applications, operation, maintenance, and evaluation of 15 kiosks in the District of Columbia and in Northern Virginia, kiosk marketing.

Schedule: July 1, 2005 - June 30, 2006

Estimated Cost: \$177,000 - No budget change from FY05

VI EMPLOYER OUTREACH FOR BICYCLING

A. REGIONAL OUTREACH AND COORDINATION

- Implement regional Bike To Work Day event and promote to employers.
- Contact employers and associations to hold bicycling seminars for employees.
- Maintain and update regional Bicycling Guide.
- Monthly progress reports.

Oversight: Commuter Connections Subcommittee

Products: Bike To Work Day, employer seminars, regional Bicycling to Work Guide, progress reports

Schedule: July 1, 2005 - June 30, 2006

Estimated Cost: \$15,000 - No budget change from FY05

VII. MASS MARKETING (CONSUMER)

A. REGIONAL TRANSPORTATION DEMAND MANAGEMENT MARKETING

- Production of radio spots in English and Spanish to promote alternative mode use.
- Web site advertisement through banner ads.
- Placement of keyword search engine sponsorships.
- Regional on line yellow pages advertising.
- Special event advertising (i.e. minor league baseball).
- Bus and rail advertising.
- Monitor and manage advertising contract and process media placement invoices.
- Update and implement earned media plan.
- Staff the Regional TDM Marketing Group and maintain the Extranet for posting marketing and advertising materials for review by workgroup members.
- Evaluate effectiveness of advertising campaigns through call volumes, internet hits, and placement rate study.
- Monthly progress reports.

Oversight:	Regional TDM Marketing Group
Products:	Broadcast, print and internet advertisements, media articles and news stories, coordination of Regional TDM Marketing Group, contract management and media placement invoice processing, maintenance of Extranet, data collection and analysis, progress reports
Schedule:	July 1, 2005 - June 30, 2006
Estimated Cost:	\$600,000 - \$215,000 budget decrease from FY05

**MEMORANDUM**

Date: November 10, 2004

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

Re: District of Columbia Funding for Commuter Connections
Program in the FY2005-2010 Transportation Improvement
Program (TIP)

Background

The regional Commuter Connections Program includes several different Transportation Emissions Reductions Measures (TERMs) adopted by the TPB over the past few years. The primary motivation for adopting most of these measures was to reduce mobile source emissions, and to ensure that emissions associated with the Constrained Long Range Plan (CLRP) and the Transportation Improvement Program (TIP) are within the limits set by the mobile emissions budgets in region's air quality State Implementation Plans (SIPs). The key elements of the program are:

- The Commuter Operations Center, which provides ride-matching services to commuters through a central toll free number "1-800-845-RIDE";
- Employer Outreach, which funds outreach and marketing efforts to the region's employers to encourage use by their employees of alternative commute modes such as ride-sharing, transit, telecommuting, bicycling, and walking;
- Guaranteed Ride Home, which provides users of alternative commute modes up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime;
- Integrated Ridesharing, which provides state-of-the-art software for ridematching and transit information and supports Info Express kiosks at selected shopping centers and other high pedestrian activity areas;
- The Metropolitan Washington Telework Resource Center, which provides information to employers on the benefits of teleworking and assists them in setting up telework programs for their employees; and
- Mass Marketing of Alternative Commute Options, which provides continual regional marketing of car/vanpooling, teleworking, and mass transit aimed at persuading commuters to switch to alternative commute modes from the use of

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single-occupant vehicles, as well as persuading commuters currently using alternative commute modes to continue to use these modes.

The Commuter Connections program is administered by the Metropolitan Washington Council of Governments. The total budget for FY2005 is \$4.98 million, which is funded through a combination of federal Congestion Mitigation and Air Quality (CMAQ) funds and state funds by DDOT (12.3%), MDOT (38.8%), VDOT (47.7%), and local membership dues (1.2%). All of the elements of the Commuter Connections program are now fully developed and past the initial start-up periods. Consequently, the annual budget levels have been declining somewhat: the FY2006 budget is estimated to be \$4.42 million, down from \$4.98 million in FY2005.

While the Commuter Connections program is now mature and well-established, it is made up of several different components with different state funding shares. These components and funding shares have evolved over recent years in response in large part to the need for emissions reductions measures to meet air quality conformity requirements. During the summer of 2004, TPB staff met with staff of the three state funding agencies as a first step in conducting a complete review of the Commuter Connections Program. The review is aimed at: assessing the effectiveness of each of the program elements; considering the state funding shares; and streamlining the structure and administration of the program. The recently completed 2004 State of the Commute Survey will provide valuable quantification of the impacts of the Commuter Connections program for use in this review process. The results of this review will be incorporated into the FY2006 work program for Commuter Connections to be presented to the TPB for approval in the spring of 2005.

The current review of Commuter Connections is being conducted against a changing set of ground rules with respect to air quality requirements. The air quality analysis for the 2004 CLRP update and the FY2005-2010 TIP shows mobile source emissions below the approved emissions budgets for VOC and NO_x by sizable margins of safety. However, in its review of this air quality conformity analysis, the Metropolitan Washington Air Quality Committee (MWAQC) made the following comments:

“It appears that improvements and updates to the travel demand model have produced significantly reduced emissions estimates compared to previous years and compared to the region’s mobile emissions budgets. As a result of the model improvements and updates, the 2005-2010 transportation emissions estimates for 2005 provide a sizable margin of safety for both the NO_x and VOC budgets. We urge TPB and the States to maintain the margins of safety for the benefit of air quality and the health of all residents in the region.

We also encourage the States and local governments to maintain their commitments to TERMS and other emission reduction measures, regardless of whether implementation of these measures is necessary for conformity. Meeting the 8-hour ozone standard will be a much more difficult effort, requiring all measures including existing TERMS, and possibly new ones in the near future.”

In addition to continuing challenges with respect to meeting air quality requirements, the region is experiencing steadily increasing highway congestion. Commuter Connections achieves emissions reductions through reduction of vehicle trips and vehicle miles of travel made by

commuters during congested time periods, and is consequently making a substantial contribution to the congestion management goals of the region as well as to air quality goals. The extent and distribution of these congestion management benefits throughout the region will be considered along with the air quality benefits during the review of the Commuter Connections program.

The FY2005-2010 Transportation Improvement Program (TIP)

The FY2005 funding levels included in the FY2005-2010 TIP by DDOT, MDOT, and VDOT provide the funding for the FY2006 Commuter Connections Work Program (to begin July 1, 2005). Since the emissions reductions included in the air quality conformity analysis for the FY2005-2010 TIP assume that the Commuter Connections program is continued in its current form in FY2006, it is important that the FY2005-2010 TIP to be adopted concurrently with that air quality conformity analysis include the funding to support this "baseline" Commuter Connections program in FY2006.

It is possible that changes in the baseline funding levels for Commuter Connections will be agreed upon by the state transportation agencies upon the completion of the ongoing review of the Commuter Connections program prior to the adoption of the FY2006 work program by the TPB in the Spring of 2005. The District of Columbia Department of Transportation (DDOT) has expressed the view that its contribution to the Commuter Connections Program for FY2006 should be significantly reduced based on its current assessment of the distribution of the benefits and costs of the program. DDOT is participating in the ongoing review of the program, and its views will be considered along with those of MDOT and VDOT as the review proceeds.

In the course of the development of the FY2005-2010 TIP, DDOT submitted inputs for the September 3, 2004 draft which included full funding of its share of \$776K in federal FY2005 for Commuter Connections for COG's FY2006 (beginning July 1, 2005). On September 28, 2003, however, DDOT submitted revised inputs to the FY2005-2010 TIP which among other changes reduced DDOT's share of funding for Commuter Connections in federal FY2005 to \$50K. TPB staff incorporated the changes requested by DDOT into the draft FY2005-2010 TIP released for public comment on October 1, 2004. (The relevant items of the September 3 and October 1 TIP documents are attached). Following discussion of this DDOT submission with DDOT, MDOT, and VDOT staff, TPB staff is recommending that the DDOT Commuter Connections funding of \$776K provided in the September 3, 2004 TIP document be included in the FY2005-2010 TIP to be approved by the TPB on November 17, 2004, rather than the funding level of \$50K included in the October 1, 2004 TIP document.

The TPB staff recommendation will ensure that full funding is reflected in the FY2005-2010 TIP to support the baseline Commuter Connections Program for FY2006, along with the corresponding emissions reductions that have been included for the 2005 attainment year in the air quality conformity analysis for the 2004 CLRPP and the FY2005-2010 TIP. The recommendation includes an understanding that the final federal FY2005 funding levels for DDOT, as well as for MDOT and VDOT, will be determined as a result of the completion of the ongoing review of the Commuter Connections program. These final funding levels will be incorporated into the FY2006 Commuter Connections Work Program to be adopted by the TPB in the Spring of 2005, and incorporated into the FY2005-2010 Transportation Improvement Program by amendment at that time.

Summary

It is recommended that the DDOT funding for Commuter Connections provided in the September 3, 2004 draft of the FY 2005-2010 TIP be included in the final FY2005-2010 TIP to be adopted by the TPB on November 17, 2004, in place of the DDOT funding level for Commuter Connections provided in the October 1, 2004 draft of the FY2005-2010 TIP. It is understood that the final funding levels for the FY2006 Commuter Connections Work Program for DDOT, MDOT, and VDOT will be determined upon completion of the ongoing review of the Commuter Connections Program, and that these final funding levels will be reflected in the FY2006 Commuter Connections Program to be approved by the TPB in the Spring of 2005, and incorporated into the FY2005-2010 TIP by amendment at that time.