



## 2007 -2009 STP-U FUNDING SUMMARY REPORT

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This report outlines the Commuter Solutions programs and activities for funding by the STP-U 07-09 TDM/TO allocation.

### Funding estimate:

2006-2007	\$350,000
2007-2008	\$350,000
2008-2009	\$350,000

### Key Program Goals:

As outlined in the *Draft Commuter Solutions 2005-2010 Strategic Plan* the key goals and actions are:

### GOAL 1: Increase Participation in Commuter Solutions Programs & Services

*Maintain & Expand:*

- Group Bus Pass Program
- Van Pool Program
- Smart Ways To School (SWTS) Program
- Congestion Mitigation Program
- Park & Ride Program
- Geographic Scope of Commuter Solutions
- Public/Private Partnerships (Gateway Transportation Partnership, Coburg Industrial Way Partnership)
- Individualized Marketing Programs

### GOAL 2: Support and further local, regional, and statewide land use/transportation policies

- Link all Commuter Solutions programs and services to policies outlined in region's land use/transportation plans
- Monitor performance of all services and programs

## **Relationship of Commuter Solutions Program and Services to RTP Policies:**

**TDM Policy #1 TDM Program Development:** *Expand existing TDM programs and develop new TDM programs (SWTS, CMP).*

**TDM Policy # 3 Congestion Management:** *Implement TDM strategies to manage demand at congestion locations. Examples include current projects such as the CMP, Gateway Transportation Project and the Coburg Industrial Way Project.*

**Land Use Policy #2: Support of Nodal Development:** *Support application of the nodal development strategy in designated areas through information, technical assistance and incentives. TDM strategies call for support through education and awareness efforts, technical assistance and help in providing incentives.*

**Land Use Policy #4: Multi-Modal Improvements in New Development:** *Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed-use and multi-unit residential development. TDM strategies promote use of transit, bicycling, walking and incentive programs and can have a strong influence in new development projects.*

**TSI System-Wide # 1: Transportation Infrastructure Protection and Management:** *Protect and manage existing and future transportation infrastructure. TDM helps preserve function of road systems by increasing use of alternatives to the automobile.*

**TSI System-Wide # 4 Neighborhood Livability:** *Support transportation strategies that enhance neighborhood livability. TDM encourages walking, biking, carpooling and transit use which can result in fewer cars and less congestion in neighborhoods. The SWTS Program assists neighborhood schools in promotion of walking/biking.*

**TSI Roadway Policy #2: Motor Vehicle Level of Service:** ..." *The intent is to defer motor vehicle capacity increasing transportation system improvements until existing constraints can be overcome or develop an alternative mix of strategies (such as: land use measure, TDM, short-term safety improvements) to address the problem". TDM strategies have the potential to help preserve the Level of Service (LOS) in key congested locations. The CMP can assist in maintaining LOS.*

**TSI Transit Policy #3: Transit/High-Occupancy Vehicle (HOV) priority:** *Implement traffic management strategies and other actions, where appropriate and practical, that gives priority to transit and other HOV's. TDM strategies include increasing the use of HOV's through carpool and vanpool programs. Priority parking and traffic movement for HOV's are components of TDM strategies.*

**TSI Transit Policy #4: Park-and-Ride Facilities: Expand the Park-and-Ride system within the metropolitan area and nearby communities:** *The Commuter Solutions TDM program oversees park and ride management and expansion.*

**Finance #2 Operations, Maintenance, and Preservation:** *Operate and maintain transportation facilities in a way that reduced the need for more expensive future repair. TDM strategies can reduce the need for expensive future facilities/infrastructure.*

**Finance #5 Short-term Project Priorities:** *Consider and include among short-term project priorities, those facilities and improvements that support mixed-use, pedestrian-friendly nodal development and increased use of alternative modes. TDM efforts enhance nodal development strategies and, as a primary function, supports the increased use of alternative modes in our region.*