Triangle Transportation Choices Program

2020 Executive Summary

City of Durham
- Duke University
- NC Central University

- Town of Chapel Hill
- Carrboro
- UNC Chapel Hill
- Orange County

- City of Raleigh
- NC State
- Wake Tech
- Wake County

Research Triangle Park
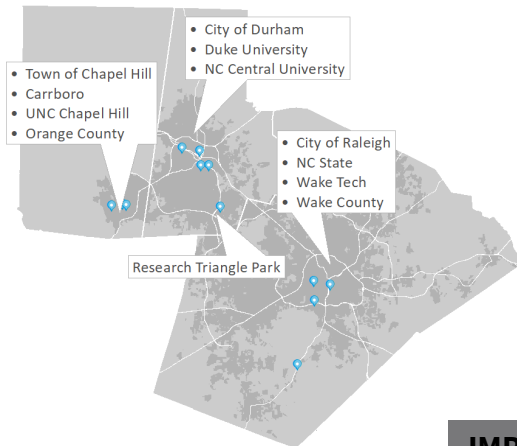
What is TDM?

Transportation Demand Management (TDM) aims to reduce reliance on single-occupancy vehicles (SOV) for travel, by encouraging options such as **carpooling, vanpooling, public transit, biking, walking, teleworking, and flexible work weeks**. This Triangle Transportation Choices Annual Impact Report calculates the reductions in vehicle trips, vehicle miles traveled, and vehicle emissions resulting from programs funded by it during the 2020 fiscal year.

AIMING FOR REDUCTION:

In the Triangle Regional 7-Year Long Range Travel Demand Management Plan, a goal of 25% reduction in growth of vehicle miles traveled (VMT) was set for 2015. Through the use of TDM programs and collaboration with local service providers (LSPs), that goal was met or exceeded each year, and continues to outpace the 25% target in 2020. The chart shown here illustrates the growth reduction from Fiscal Year 2009 through Fiscal Year 2020.

HOW IT WORKS:

Triangle J Council of Governments serves as the administrator of the Triangle Transportation Choices Program that links state policy and funding with local and regional service providers. Funding is provided by NCDOT and Congestion Mitigation and Air Quality (CMAQ) Improvement Program on behalf of the two Triangle MPO's; CAMPO and DCHC.

IMPACTS OF TDM IN FY2020:

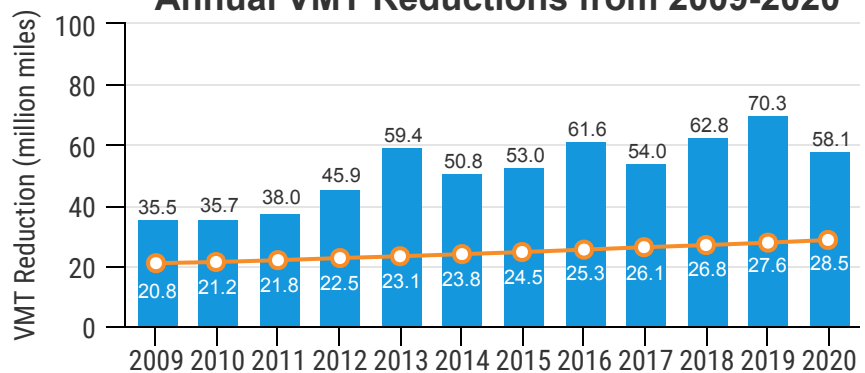|	
5.1 million vehicle trips avoided	That's nearly **89,000 days** not spent driving a car
2.4 million gallons of gas saved	It would take almost **284 tanker trucks** to hold that much gas
58 million commute miles reduced	That's roughly **20,000 trips** from San Francisco to New York
46,800 alternative transportation users supported	If all those users drove single-file, the traffic jam would stretch **133 miles**
47 million pounds of Carbon dioxide (CO_2) release prevented	That reduction would require **2,600 homes** not using electricity for a year

Annual VMT Reductions from 2009-2020

VMT Reduction (million miles)

Year	Actual VMT Reduction	Target VMT Reduction
2009	35.5	20.8
2010	35.7	21.2
2011	38.0	21.8
2012	45.9	22.5
2013	59.4	23.1
2014	50.8	23.8
2015	53.0	24.5
2016	61.6	25.3
2017	54.0	26.1
2018	62.8	26.8
2019	70.3	27.6
2020	58.1	28.5

● Actual VMT Reduction   ○ Target VMT Reduction