

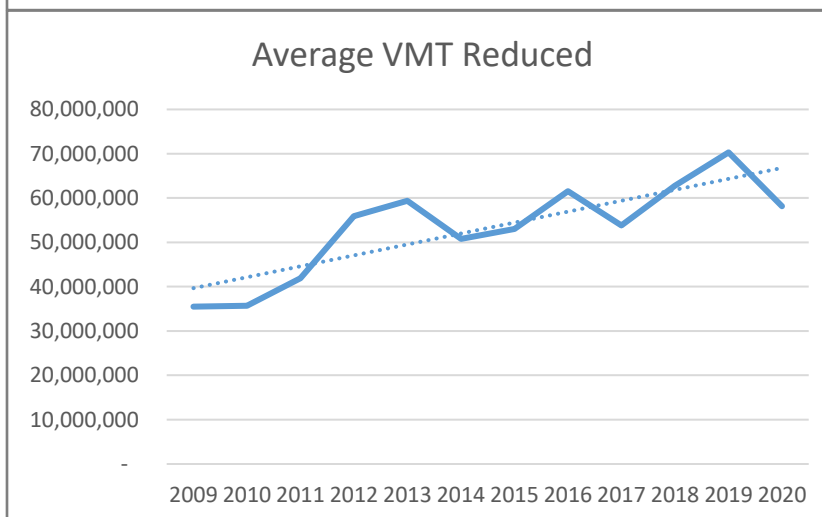
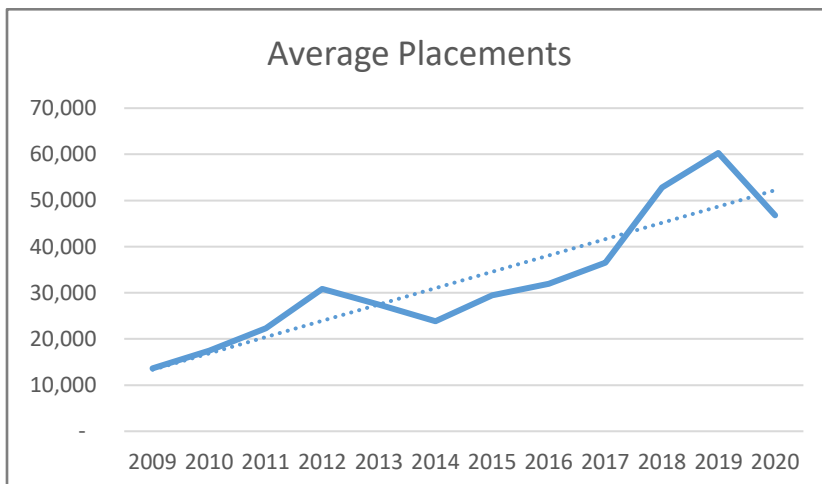
2050 MTP – Alternatives Analysis

Performance Measures – TDM (VII.b)

Goal – Manage congestion and system reliability

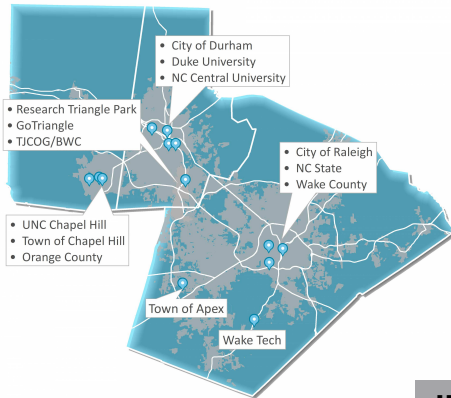
Objective – Increase efficiency of existing system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS)

The goal of Transportation Demand Management (TDM) is to reduce the reliance on single-occupancy vehicles (SOV) through policies and programs that encourage modes that are less impactful on congestion and pollutant emissions. The DCHC MPO supports the Triangle Transportation Choices Program that organizes and pools together the region’s resources to more effectively implement TDM. The graphs below demonstrate the steady growth in key measures such as the placements (i.e., users supported) and vehicle miles traveled (VMT), which is closely associated with gasoline usage and pollutant emissions (such as carbon dioxide). The Executive Summary on the next page presents additional information and measurements on the program.



Triangle Transportation Choices Program

FY2021 Executive Summary



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 2021 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 FY2021:



4.2 million vehicle trips avoided

That's over **73,000 days** not spent driving a car



2.2 million gallons of gas saved

It would take almost **265 tanker trucks** to hold that much gas



54 million commute miles reduced

That's roughly **19,000 trips** from San Francisco to New York



40,600 alternative transportation users supported

If all those users drove single-file, the traffic jam would stretch **115 miles**



44 million pounds of Carbon dioxide (CO2) release prevented

That reduction would require **3,600 homes** not using electricity for a year

