



Commuter Connections FY 2013 Work Program

Commuter Connections Subcommittee
November 15, 2011



Definition from Strategic Plan

- Network of public and private transportation organizations, including COG, state funding agencies, and local organizations, that work together to assist and encourage people in the Washington region to use alternatives to the single-occupant automobile.

Benefits of Commuter Connections

- **Jurisdictions**
 - Helps reduce and manage commuter congestion, goods movement, tourist travel
 - Helps reduce emissions
 - Supports local efforts to attract and retain employers
- **Employers**
 - Recruitment/Retention
- **Workers**
 - More commute options
 - Reduced stress/costs/time
 - Improved quality of life

Geographic Areas Serviced by Commuter Connections



MSA Rankings for Carpooling and Transit Use



Metropolitan Statistical Area	Total Workers	% Carpool	% Transit
NYC/Long Island/N NJ/PA	8,719,316	7.4%	30.3%
LA/Long Bch/Santa Ana	5,816,255	11.4%	6.1%
Chicago/Naperville/Joliet	4,422,844	9.1%	11.5%
Dallas/Ft. Worth/Arlington	2,945,976	11.4%	1.6%
Washington DC Metro	2,795,375	11.1%	13.9%
Philadelphia Metro Area	2,751,491	8.9%	9.2%
Houston Metro Area	2,581,559	12.6%	2.7%
Atlanta Metro Area	2,494,475	10.9%	3.6%
Miami Metro Area	2,479,021	10.1%	3.8%
Boston Metro Area	2,277,958	8.1%	11.9%
San Francisco-Oakland	2,056,454	10.4%	14.5%

Commuter Connections Daily Program Impacts

Measure	Reductions
Vehicle Trips	113,000
Vehicle Miles of Travel	2,300,000
Nitrogen Oxides (NOx)	1.0 Tons
Volatile Organic Compounds (VOC)	0.5 Tons

Commuter Connections' Role in the Regional Planning Process

- The TPB is required by Federal regulations to approve a congestion management process which includes TDM as part of the metropolitan transportation plan.
 - Commuter Connections constitutes the major demand management component of the region's congestion management process.

Commuter Connections' Role in the Regional Planning Process

- Commuter Connections also provides transportation emission reduction measure (TERM) benefits for inclusion in the air quality conformity determination approved by the TPB. This is part of the annual update of the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP).

Commuter Connections' Role in the Regional Planning Process

- Commuter Connections programs may be needed to meet Climate Change and Green House Gas emission targets that may be set for the transportation sector in the region.

Cost Effectiveness of Commuter Connections

- Cost per Vehicle Trip Reduced \$0.15
- Cost per Vehicle Mile of Travel Reduced \$0.01
- Cost per ton of NO_x Reduced \$16,000
- Cost per ton of VOC Reduced \$28,000

Proposed FY 2013 CCWP Budget

Program	Cost FY12	Cost FY13
Commuter Operations	\$458,852	\$480,686
GRH	\$626,069	\$651,112
Mass Marketing	\$2,494,812	\$2,582,130
Program Evaluation	\$451,767	\$850,000
Employer Outreach	\$575,368	\$590,855
GRH Baltimore	\$150,000	\$170,000
TOTAL	\$4,756,868	\$5,324,783

Proposed FY 2013 CCWP Budget

- Overall 12% increase from FY 2012
- Budget Breakdown: \$5,324,783
 - **COG/TPB Staff & Overhead:**
\$1,545,722 or 29% of the overall budget
 - **Private Sector Services:** \$2,831,587 or 53% of the overall budget
 - **Local Jurisdiction Pass-Thru:** \$416,031 or 8% of the overall budget
 - **Direct Costs:** \$531,433 or 10% of the overall budget

What's New In FY 2013 CCWP

- Regional TDM Marketing
 - 'Pool Rewards for Carpooling and Vanpooling
- Monitoring and Evaluation
 - 2013 State of the Commute Data Collection and Technical Report
 - 2013 GRH Applicant Surveys and draft reports for both DC and Baltimore region's
 - Review and Update of TDM Evaluation Framework Methodology document

What's New In FY 2013 CCWP-

continued

- Added language to clarify relationship between the State TDM Work Group and the TPB Technical Committee
- Added language to reflect Commuter Connections Subcommittee roles and responsibilities
- Added language in TDM Marketing project on contents of Campaign Summary documents.

Next Steps

- State funding agencies have provided initial comments/edits on Draft FY 2013 CCWP.
- Commuter Connections Subcommittee reviews draft CCWP on November 15th and a comment period will be established through December 2nd.
- State funding agencies will review document and submitted comments in December and will provide additional comments by December 23rd for final review and endorsement in January.
- A revised document will be available for the January Subcommittee for further review and endorsement for release.

Next Steps - continued

- Tech Committee will receive a briefing of the Work Program at its February 3rd meeting and will be briefed again on March 2nd.
- TPB will receive draft of the FY 2013 CCWP at its February meeting and will release the CCWP for public comment. Will be asked to approve at its March meeting.
- TIP adjustments, if any, will be made and funding commitments secured by June.
- Program begins July 1.



Questions?

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