



\* Commuter Connections  
FY 2015 Work Program

TPB Technical Committee  
February 7, 2014

# 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

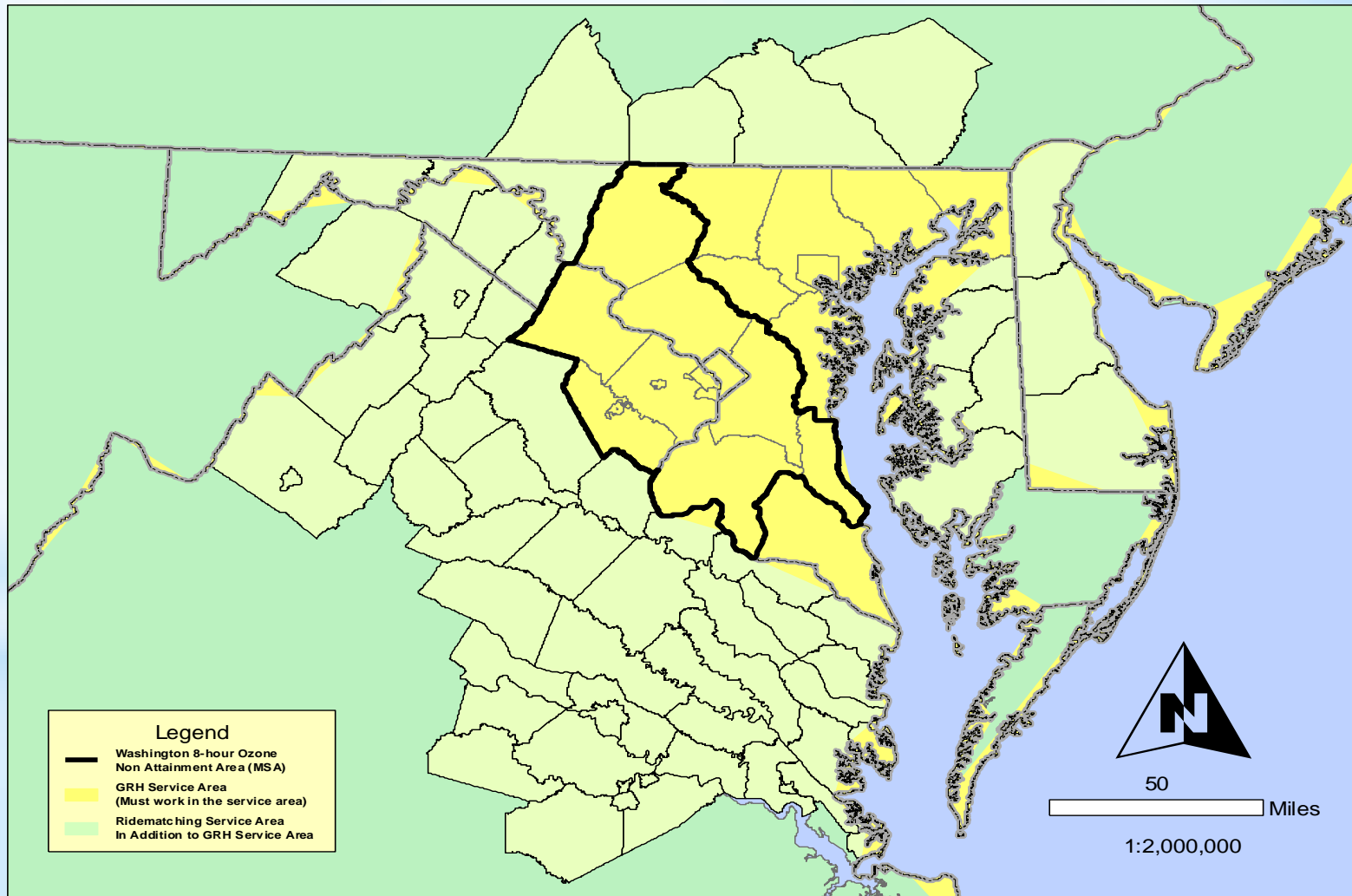
## \* Employers

- \* Recruitment/Retention

## \* Workers

- \* More commute options
- \* Reduced stress/costs/time
- \* Improved quality of life

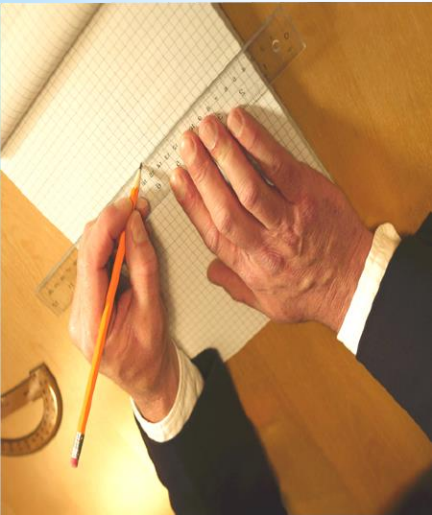
# \* Geographic Areas Serviced by Commuter Connections



# \* 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%         |
| <b>Washington DC Metro</b>    | <b>2,795,375</b> | <b>11.1%</b> | <b>13.9%</b> |
| 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



| <b>Measure</b>                   | <b>Reductions</b> |
|----------------------------------|-------------------|
| Vehicle Trips                    | 126,000           |
| Vehicle Miles of Travel          | 2,400,000         |
| Nitrogen Oxides (NOx)            | 1.0 Tons          |
| Volatile Organic Compounds (VOC) | 0.5 Tons          |

# \* Commuter Connections' Role in the Regional Planning Process

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- \* 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.

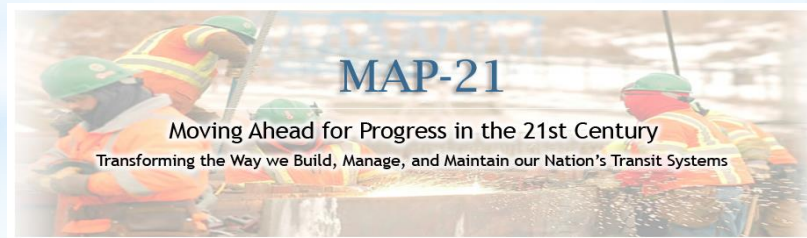
# \* Commuter Connections' Role in the Regional Planning Process

- \* 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).


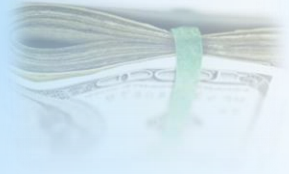


# \* Commuter Connections' Role in the Regional Planning Process

- \* Commuter Connections programs may be needed to meet Climate Change and Greenhouse Gas emission targets that may be set for the transportation sector in the region.
- \* Commuter Connections' results may also help contribute to new performance measures and goals that will be set by the region under MAP-21 requirements.



# \* Cost Effectiveness of Commuter Connections

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- \* Cost per Vehicle Trip                      \$0.14  
Reduced
  - \* Cost per Vehicle Mile of                      \$0.01  
Travel Reduced
  - \* Cost per ton of NO<sub>x</sub>                      \$20,000  
Reduced
  - \* Cost per ton of VOC                      \$33,000  
Reduced



# \* Proposed FY 2015 CCWP Budget

| <b>Program</b>      | <b>Cost FY14</b>   | <b>Cost FY15</b>   |
|---------------------|--------------------|--------------------|
| Commuter Operations | \$498,653          | \$516,441          |
| GRH                 | \$676,360          | \$703,227          |
| Mass Marketing      | \$2,669,994        | \$2,763,444        |
| Program Evaluation  | \$445,000          | \$460,000          |
| Employer Outreach   | \$609,848          | \$632,228          |
| GRH Baltimore       | \$150,000          | \$150,000          |
| <b>TOTAL</b>        | <b>\$5,049,855</b> | <b>\$5,225,340</b> |



# \* Proposed FY 2015 CCWP Budget

- \* Overall 3.5% increase from FY 2014
- \* Budget Breakdown: \$5,225,340
  - \* COG/TPB Staff & Overhead: \$1,559,623 or 30% of the overall budget
  - \* Private Sector Services: \$2,752,628 or 52.5% of the overall budget
  - \* Local Jurisdiction Pass-Thru: \$446,898 or 8.5% of the overall budget
  - \* Direct Costs: \$466,191 or 9% of the overall budget<sup>12</sup>



# \*What's New In FY 2015 CCWP

- \*Funding agreement update
- \*Regional TDM Marketing
  - \*Commuter Connections' 40<sup>th</sup> Anniversary
- \*Monitoring and Evaluation
  - \*2013 State of the Commute General Public Report publication
  - \*2014 draft TERM Analysis Report will be completed
  - \*FY 2015 Placement Rate Survey

# \* Next Steps



- \* State funding agencies have provided comments and approved draft 2015 CCWP.
- \* Commuter Connections Subcommittee reviewed draft CCWP on November 19<sup>th</sup> and a comment period was established and the document was endorsed on January 21<sup>st</sup>
- \* Tech Committee will receive a briefing of the Work Program today and will be briefed again on March 7th.
- \* TPB will receive draft of the FY 2015 CCWP at its February meeting and will release the CCWP for public comment. Will be asked to approve at its March meeting.

# \*Next Steps - continued

- \*TIP adjustments, if any, will be made and funding commitments secured by June.
- \*Program begins July 1.



Questions?

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