



FY 2019 Work Program

Nicholas Ramfos
Transportation Operations Programs Director

National Capitol Region Transportation Planning Board
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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

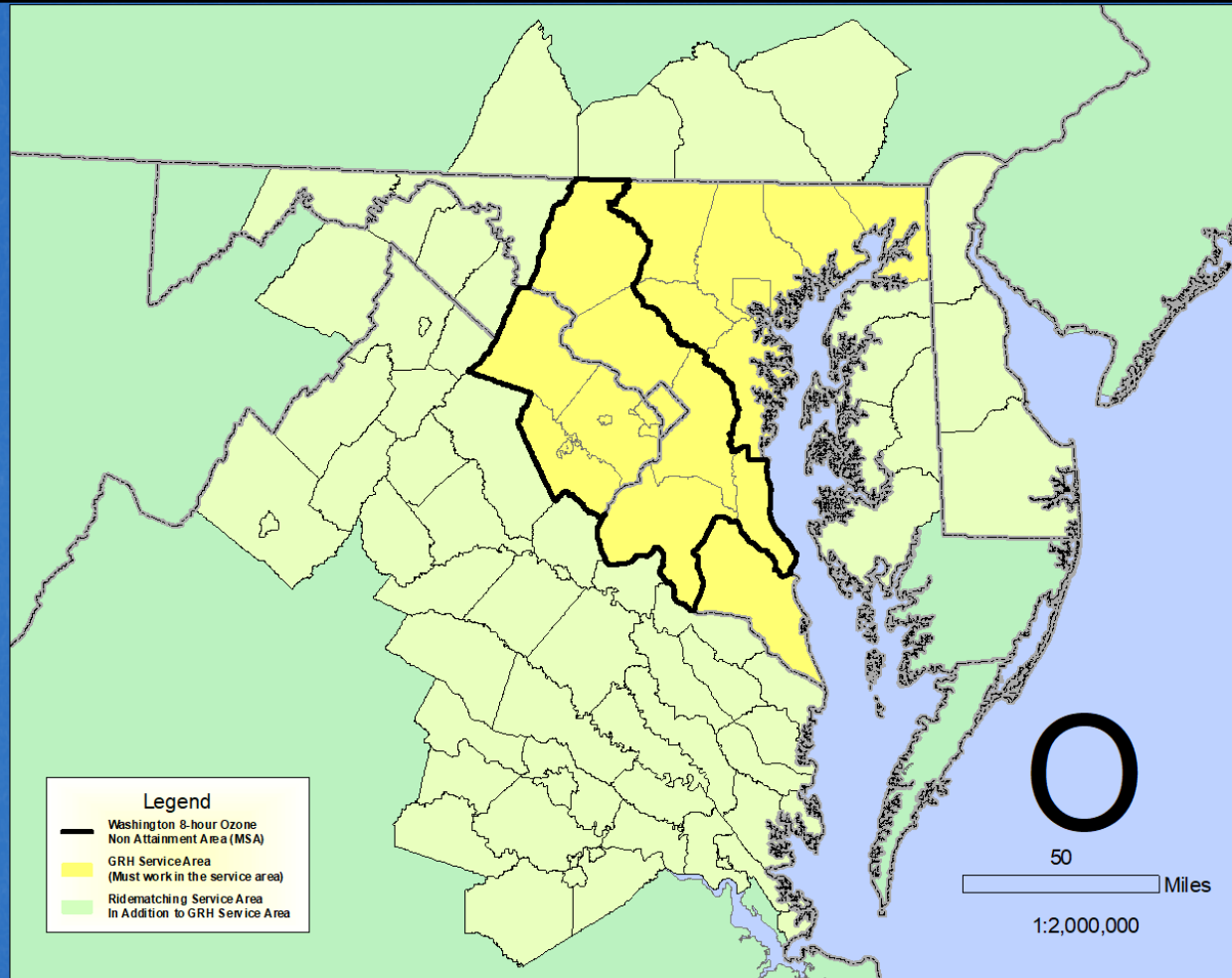
- Recruitment/Retention

Workers

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



Geographic Areas Serviced by Commuter Connections



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 supports regional air quality goals and is part of the annual update of the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP).
- ▶ Commuter Connections' results may also help contribute to new performance measures and goals set by the region under FAST Act requirements.



Commuter Connections Daily Program Impacts

Measure	Reductions
Vehicle Trips	156,000
Vehicle Miles of Travel	3,009,000
Nitrogen Oxides (NOx)	0.7 Tons
Volatile Organic Compounds (VOC)	0.5 Tons



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 NOx Reduced \$30,000
- ▶ Cost per ton of VOC Reduced \$43,000



Societal Benefit Cost Savings = Nearly \$1.2 M per Day Generated by Commuter Connections Program Impacts

Societal Benefit	<u>Benefit Unit</u>	<u>Base Units</u>	<u>Cost per Unit</u>	<u>Daily Cost Saving</u>
– Air pollution	Tons pollutants	Varies	Varies	\$3,240
– Greenhouse Gas Emissions	Tons CO2	1,244 T	\$36	\$44,781
– Noise pollution	VMT reduced	3.0 M VMT	\$0.0223	\$67,106
– Congestion	Hrs. delay reduced	24,464 hr	\$25.13	\$614,793
– Excess Fuel Used	Gallons fuel saved	167,180 gal	\$2.51	\$419,622
– Health/safety*	Accidents avoided	3.043 acc.	\$15,952	\$48,543
All benefits				\$1,198,085

* Health/safety - Benefit unit is accidents avoided per 1M VMT;
Benefit cost per unit is a weighted average of accident occurrence by severity



Proposed FY 2019 CCWP Budget

Program	Cost FY18	Cost FY19
Commuter Operations	\$584,250	\$605,923
GRH	\$790,958	\$822,596
Mass Marketing	\$3,296,304	\$3,213,936
Program Evaluation	\$490,000	\$886,315
Employer Outreach	\$696,520	\$721,721
GRH Baltimore	\$200,000	\$220,000
TOTAL	\$6,058,032	\$6,470,491



Proposed FY 2019 CCWP Budget

- ▶ Overall 6.8% increase from FY 2018
- ▶ Budget Breakdown: **\$6,470,491**
 - ▶ **COG/TPB Staff & Overhead: \$2,084,310**
or 32% of the overall budget
 - ▶ **Private Sector Services: \$3,169,206** or
49% of the overall budget
 - ▶ **Local Jurisdiction Pass-Thru: \$491,303**
or 8% of the overall budget
 - ▶ **Direct Costs: \$725,672** or 11% of the
overall budget



What's New In FY 2019 CCWP

- ▶ Marketing
 - ▶ Flextime Incentive Program
 - ▶ CarpoolNow Driver Incentive
- ▶ Monitoring and Evaluation
 - ▶ FY 2018- FY 2020 TDM Evaluation Framework Methodology Document
 - ▶ 2019 State of the Commute Survey and Draft Technical Report.
 - ▶ 2019 GRH In-Depth Applicant Surveys and draft reports



Next Steps

- ▶ State funding reviewed document and submitted comments in December and approved document in January.
- ▶ The Commuter Connections Subcommittee reviewed the document in November and provided comments and endorsed the document for release in January.



Next Steps - continued

- ▶ Tech Committee received a briefing of the Work Program today and will again on March 2nd.
- ▶ TPB received draft of the FY 2019 CCWP today and the document is released for public comment. TPB will be asked to approve at March meeting.
- ▶ TIP adjustments, if any, will be made and funding commitments secured by June.
- ▶ Program begins July 1.





Questions?

Nicholas W. Ramfos

Director, Transportation Operations Programs

nramfos@mwkog.org

or

202-962-3313

