



ITEM #8C

Commuter Connections FY 2012 Work Program

Commuter Connections Subcommittee
November 16, 2010

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

Benchmarking TDM -- Census Rankings for Carpools

	Workers Carpooled	Total Workers	% Carpool
LA/Long Beach	582,000	3,859,000	15.1%
Chicago	421,000	3,705,000	11.4%
Washington Region	343,000	2,555,000	13.9%
New York, NY	314,000	3,683,000	8.5%
Atlanta	281,000	2,061,000	13.6%
Houston	268,000	1,864,000	14.4%
Dallas	244,000	1,707,000	14.3%
Phoenix-Mesa	225,000	1,466,000	15.3%
Riverside-San Bern.	220,000	1,249,000	17.6%
Orange County, CA	174,000	1,314,000	13.3%

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 2012 CCWP Budget

Program	Cost FY11	Cost FY12
Commuter Operations	\$431,966	\$458,852
GRH	\$604,898	\$626,069
Mass Marketing	\$2,410,466	\$2,494,812
Program Evaluation	\$436,490	\$451,767
Employer Outreach	\$473,425	\$575,368
GRH Baltimore	\$150,000	\$150,000
TOTAL	\$4,507,245	\$4,756,868

Proposed FY 2012 CCWP Budget

- Overall 5% increase from FY 2011
- Budget Breakdown: **\$4,756,868**
 - **COG/TPB Staff & Overhead: \$1,466,667 or 31% of the overall budget**
 - **Private Sector Services: \$2,321,535 or 49% of the overall budget**
 - **Local Jurisdiction Pass-Thru: \$406,204 or 8% of the overall budget**
 - **Direct Costs: \$562,462 or 12% of the overall budget**

What's New In FY 2012 CCWP- continued

- Geographic Area Map updated to reflect additional of GRH in the Baltimore region and St. Mary's County
- Car Free Day Steering Committee added to the Structure Chart
- 'Pool Rewards program continuation

What's New In FY 2012 CCWP

- Monitoring and Evaluation
 - 2010 State of the Commute Public Report
 - Final TERM Analysis Report
 - FY 2012 Placement Rate Study
 - Documentation of the transportation and emission impacts in the TPB TERM tracking sheet

Next Steps

- State funding agencies have provided initial comments/edits on Draft FY 2012 CCWP.
- Commuter Connections Subcommittee reviews draft CCWP on November 16th and a comment period will be established through December 3rd.
- State funding agencies will review document and submitted comments in December and will provide additional comments by December 24 for final review and approval 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 4th meeting and will be briefed again on March 4th.
- TPB will receive draft of the FY 2012 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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