

COMMUTER CONNECTIONS

FY 2025 Work Program (CCWP)

Dan Sheehan
Program Manager, Transportation Operations Programs

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Commuter Connections - Defined

- From the Commuter Connections 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

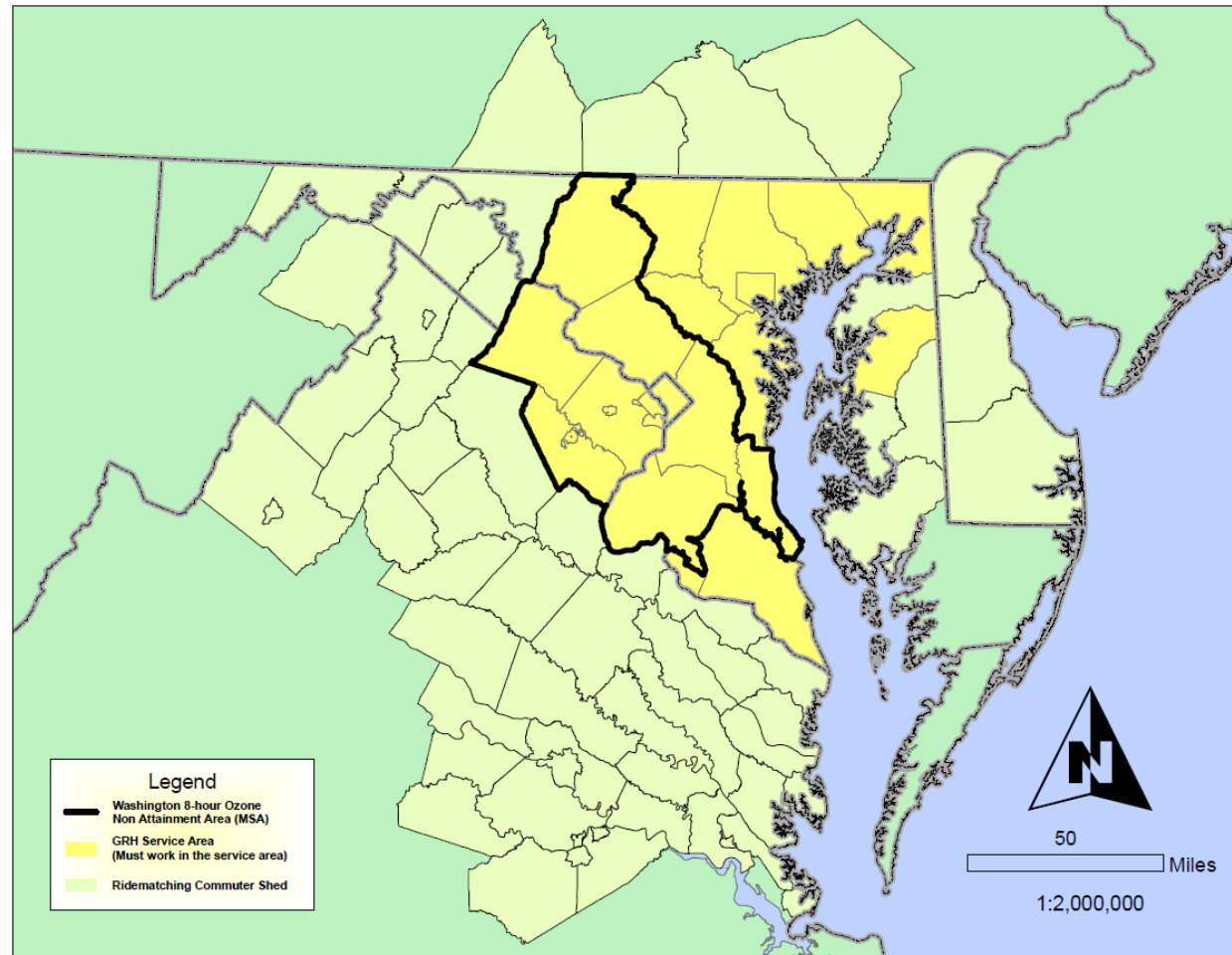
Role in the Regional Planning Process

- Travel demand management (TDM) is an important element of the TPB's federally required congestion management process.
 - Commuter Connections is the tri-state TDM program serving the TPB's planning area and beyond (larger region).
- TDM and reducing single occupant vehicular trips are important elements of the TPB's transportation planning priorities.
- Commuter Connections contributes to regional air quality and climate change goals by reducing vehicular emissions associated with commute trips.
 - Is part of the region's Long Range Plan (Visualize 2045) and Transportation Improvement Program (TIP).
- Commuter Connections contributes to various performance targets adopted by the TPB as part of its performance based planning and programming (PBPP).

Benefits of Commuter Connections

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

Commuter Connections Geographic Coverage Area



MSA Rankings for Carpooling and Transit Use

| Metropolitan Statistical Area | Total Workers | % Carpool | % Transit |
|---|------------------|------------|------------|
| New York-Newark-Jersey City, NY-NJ-PA | 9,537,695 | 6.1 | 26.1 |
| Los Angeles-Long Beach-Anaheim, CA | 6,300,998 | 9.2 | 3.8 |
| Chicago-Naperville-Elgin, IL-IN-WI | 4,721,217 | 7.7 | 9 |
| Dallas-Fort Worth-Arlington, TX | 3,857,340 | 9.4 | 0.9 |
| Washington-Arlington-Alexandria, DC-VA-MD-WV | 3,364,807 | 8.1 | 8.8 |
| Houston-The Woodlands-Sugar Land, TX | 3,359,720 | 9.4 | 1.7 |
| Philadelphia-Camden-Wilmington, PA-NJ-DE-MD | 3,052,356 | 7 | 7.2 |
| Atlanta-Sandy Springs-Alpharetta, GA | 3,004,626 | 8.6 | 2.1 |
| Miami-Fort Lauderdale-Pompano Beach, FL | 2,966,935 | 9.2 | 2.5 |
| Boston-Cambridge-Newton, MA-NH | 2,607,487 | 6.5 | 9.7 |
| San Francisco-Oakland-Berkeley, CA | 2,391,418 | 8.3 | 11.8 |

Source: U.S. Census Bureau. "Commuting Characteristics by Sex." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0801, 2022, <https://data.census.gov/table/ACSST1Y2022.S0801?q=S0801>: Accessed on January 22, 2024.

Daily Program Impacts and Effectiveness

| Measure | Reductions |
|----------------------------------|------------|
| Vehicle Trips | 119,500 |
| Vehicle Miles of Travel | 2,168,000 |
| Nitrogen Oxides (NOx) | 0.4 Tons |
| Volatile Organic Compounds (VOC) | 0.3 Tons |

| Measure | Cost |
|---|----------|
| Cost per Vehicle Trip Reduced | \$0.19 |
| Cost per Vehicle Mile of Travel Reduced | \$0.01 |
| Cost per ton of NOx Reduced | \$49,000 |
| Cost per ton of VOC Reduced | \$59,700 |

Daily Societal Benefit Cost Savings

| Societal Benefit | Benefit Unit | Benefit Base Units | Cost per Unit of Benefit | Total Daily Cost Savings |
|------------------|-------------------------|--------------------|--------------------------|--------------------------|
| Air pollution | | | | |
| - NOx | Tons NOx removed | 0.457 T | \$1,612 | \$737 |
| - VOC | Tons VOC removed | 0.375 T | \$133 | \$50 |
| Greenhouse gases | Tons CO2 removed | 836.0 T | \$36 | \$30,096 |
| Noise pollution | Total VMT reduced | 2,168,829 VMT | \$0.0223 | \$48,365 |
| | | | | |
| Congestion | Hours of delay reduced | 2,883 hours | \$30.43 | \$87,730 |
| Excess fuel used | Gallons of fuel saved | 93,484 gal | \$3.40 | \$317,846 |
| Health/safety | Crashes avoided/1 M VMT | 2.193 crashes | \$15,952 | \$34,983 |
| | | | | |
| All benefits | | | | \$519,807 |

Proposed FY2025 CCWP Budget

| Program | Cost FY2024 | Cost FY2025 |
|--------------------------------|--------------------|--------------------|
| Commuter Operations | \$729,117 | \$750,058 |
| Guaranteed Ride Home | \$963,697 | \$978,153 |
| Mass Marketing | \$3,868,537 | \$3,989,928 |
| Program Evaluation | \$520,000 | \$942,630 |
| Employer Outreach | \$832,040 | \$850,212 |
| GRH Baltimore | \$200,000 | \$225,000 |
| MD Employer Outreach Statewide | \$26,133 | \$26,295 |
| TOTAL | \$6,997,896 | \$7,762,277 |

Proposed FY2025 CCWP Budget Allocations

| Funds Source | Commuter Operations Center | Guaranteed Ride Home (GRH) | Marketing | Monitoring & Evaluation | Employer Outreach* | GRH Baltimore | TOTALS |
|-----------------------------|----------------------------|----------------------------|--------------------|-------------------------|--------------------|------------------|--------------------|
| District of Columbia (DDOT) | \$82,489 | \$115,422 | \$449,478 | \$111,230 | \$29,208 | - | \$787,827 |
| State of Maryland (MDOT) | \$307,586 | \$430,387 | \$1,841,815 | \$414,758 | \$756,694 | \$175,000 | \$3,926,240 |
| State of Maryland (MTA) | - | - | - | - | - | \$50,000 | \$50,000 |
| Commonwealth of Virginia | \$308,983 | \$432,344 | \$1,698,636 | \$416,642 | \$90,605 | - | \$2,947,210 |
| Other** | \$51,000 | - | - | - | - | - | \$51,000 |
| TOTAL | \$750,058 | \$978,153 | \$3,989,929 | \$942,630 | \$876,507 | \$225,000 | \$7,762,277 |

* Additional allocations for local jurisdictions / contractors, subject to funding availability: Virginia – VDOT \$752,550, VDRPT \$400,000; and DDOT \$316,373.

** Software User Fees - \$51,000

Proposed FY2025 CCWP Budget

- 11% increase from FY 2024
- Budget Breakdown: \$7,762,277
 - Staffing & Overhead: \$2,396,110 or 31% of the overall budget
 - Private Sector Services: \$3,812,130 or 49% of the overall budget
 - Local Jurisdiction Pass-Thru: \$598,523 or 8% of the overall budget
 - Direct Costs: \$955,514 or 12% of the overall budget

What's New in FY2025

- Commuter Operations Center
 - Enhancing Mobility Innovations grant project
- Marketing
 - Conversion of incenTrip to CommuterCash
- Monitoring and Evaluation
 - FY 2024- FY 2026 TDM Evaluation Framework Methodology Document.
 - 2025 State of the Commute Survey design, data collection activities, and Draft Technical Report.
 - 2025 GRH In-Depth Applicant Surveys and draft reports.
 - 2025 Vanpool Driver Survey and report.

Approval Timeline + Next Steps

- State funding agencies reviewed the document and provided comments/edits.
 - State funding agencies approved the draft FY2025 CCWP on January 9, 2024
- The Commuter Connections Subcommittee endorsed the FY2025 CCWP for release on January 16, 2024
- TPB Tech Committee was briefed on February 2, 2024
- Today, TPB is being presented with a draft of the FY2025 CCWP
 - TPB will be asked to approve at its March 21st meeting
- Secure funding commitments and TIP amendments by June
- Program begins July 1

Dan Sheehan

Program Manager

(202) 962-3287

dsheehan@mwkog.org

[commuterconnections.org](https://www.commuterconnections.org)

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002

