



Commuter Connections FY 2016 Work Program

National Capital Region
Transportation Planning Board
February 18, 2015



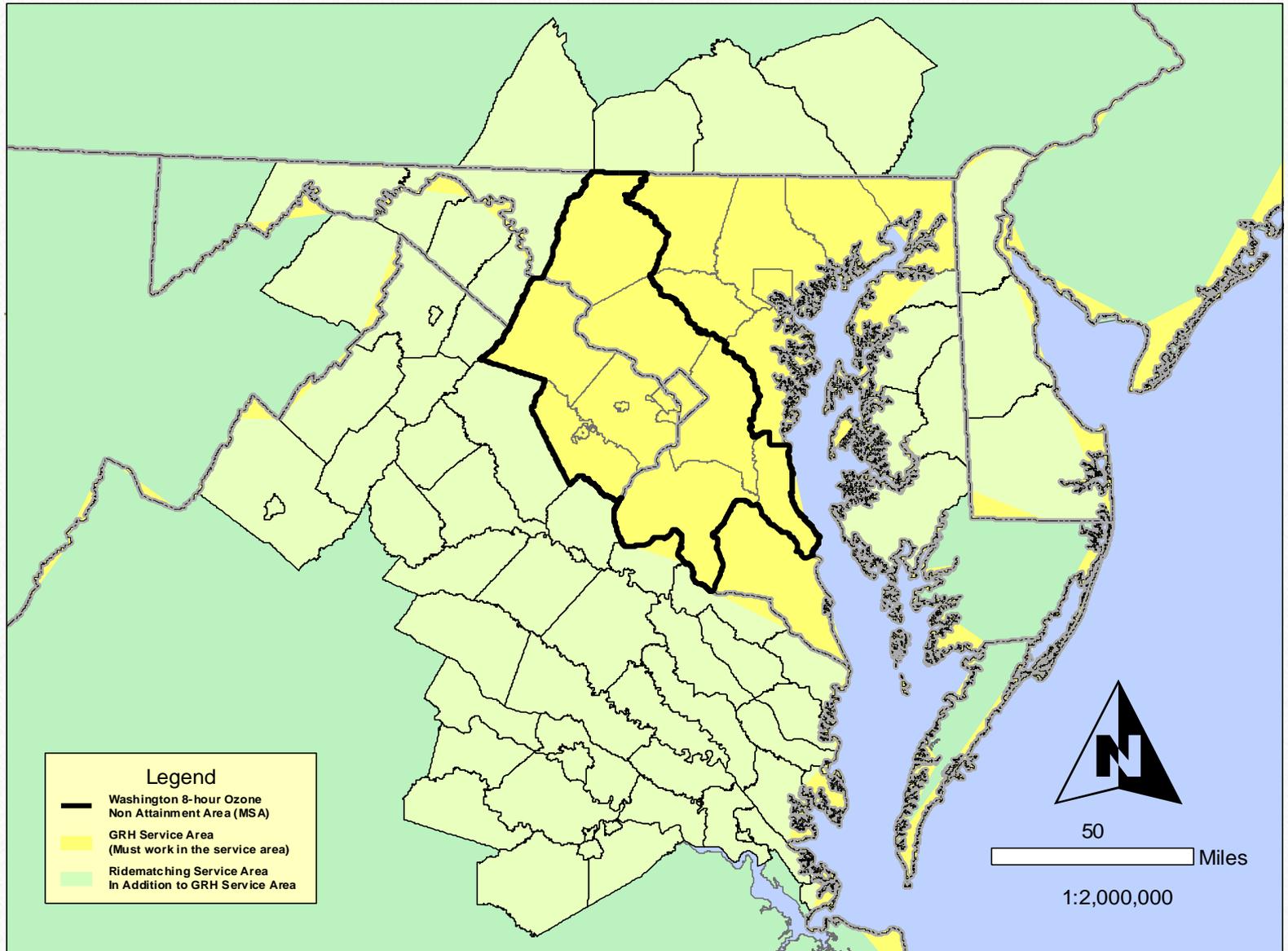
Definition from Strategic Plan

- 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 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' 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

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- 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

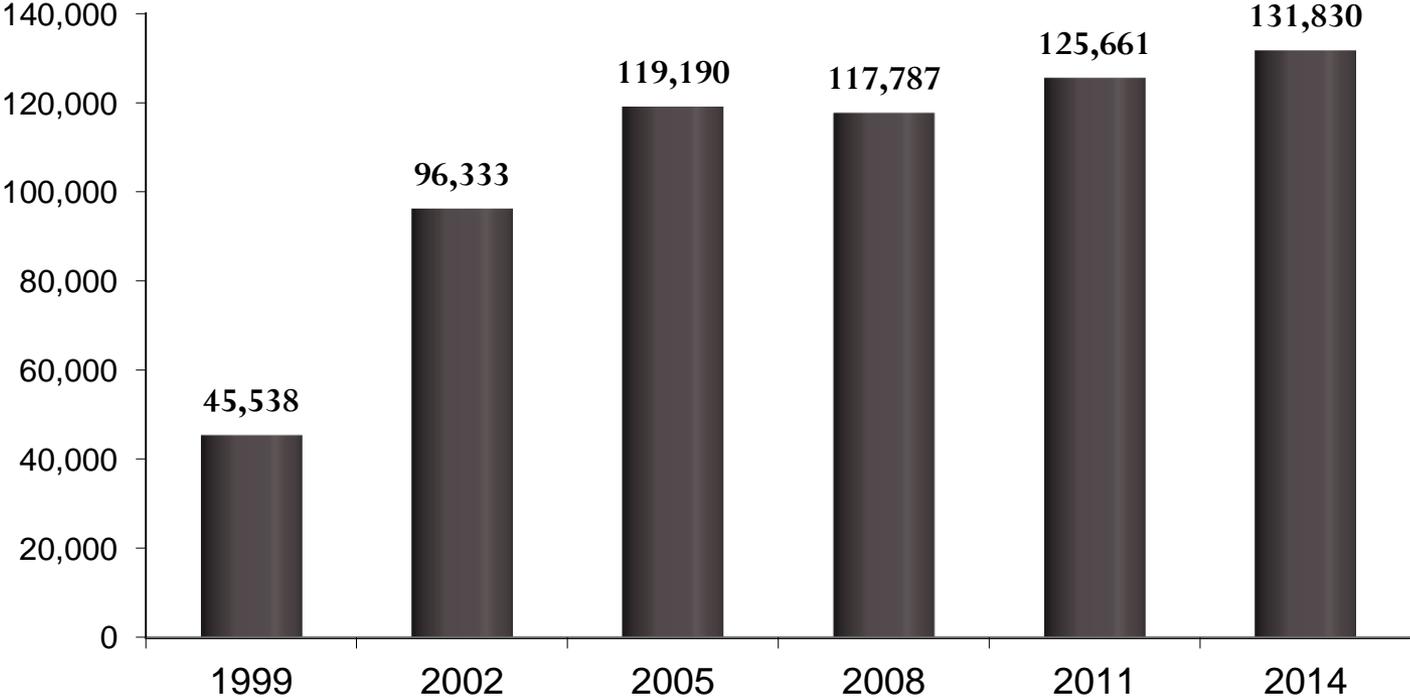
- Commuter Connections programs may be needed to meet Climate Change and Green House Gas emission targets that may be set for the transportation sector in the region.
- Commuter Connections' results may also help contribute to new performance measures and goals that will be set by the region under MAP-21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

Commuter Connections Daily Program Impacts

Measure	Reductions
Vehicle Trips	132,000
Vehicle Miles of Travel	2,500,000
Nitrogen Oxides (NOx)	1.0 Tons
Volatile Organic Compounds (VOC)	0.5 Tons

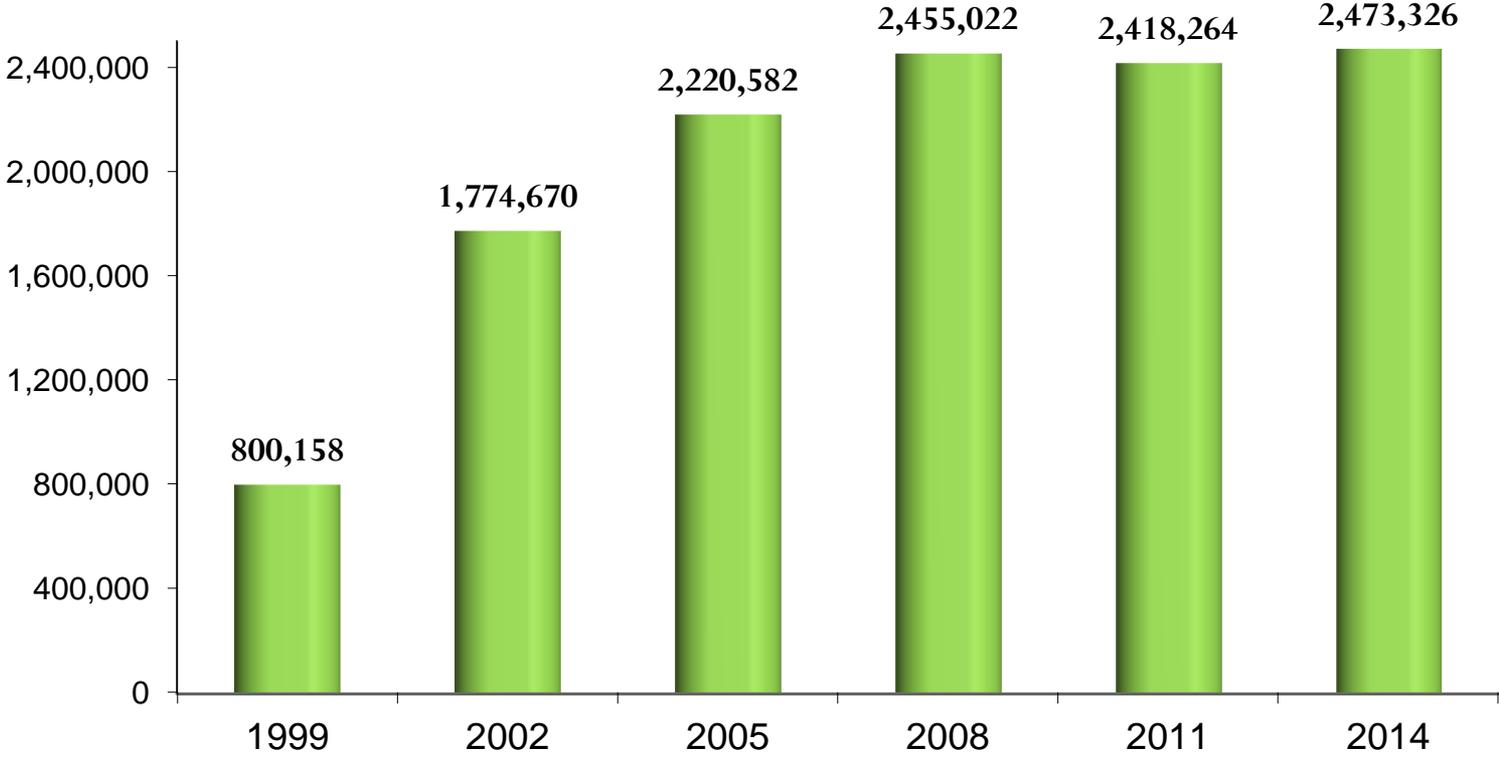
Commuter Connections Vehicle Trip Reduction – 1999 to 2014

Daily Vehicle Trips Reduced



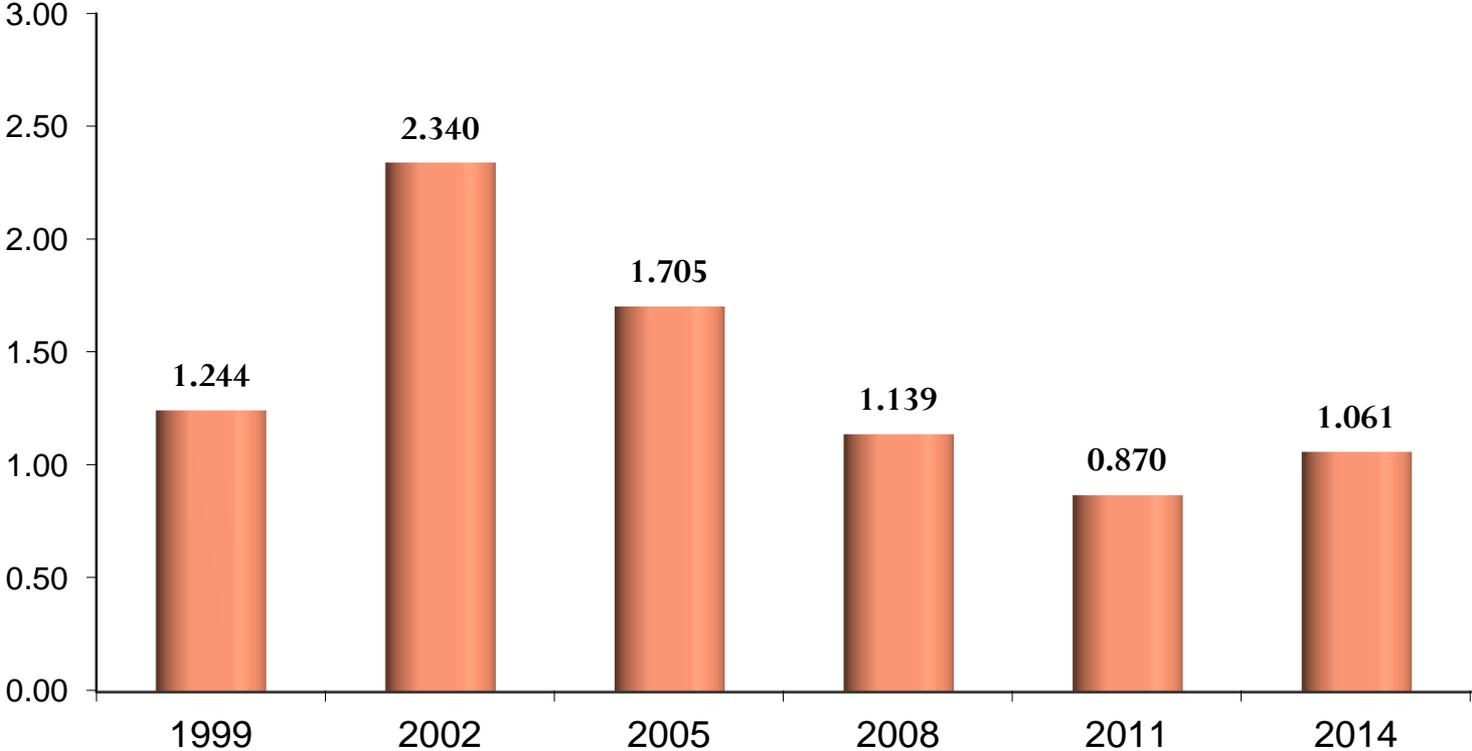
Commuter Connections VMT Reduction – 1999 to 2014

Daily VMT Reduced



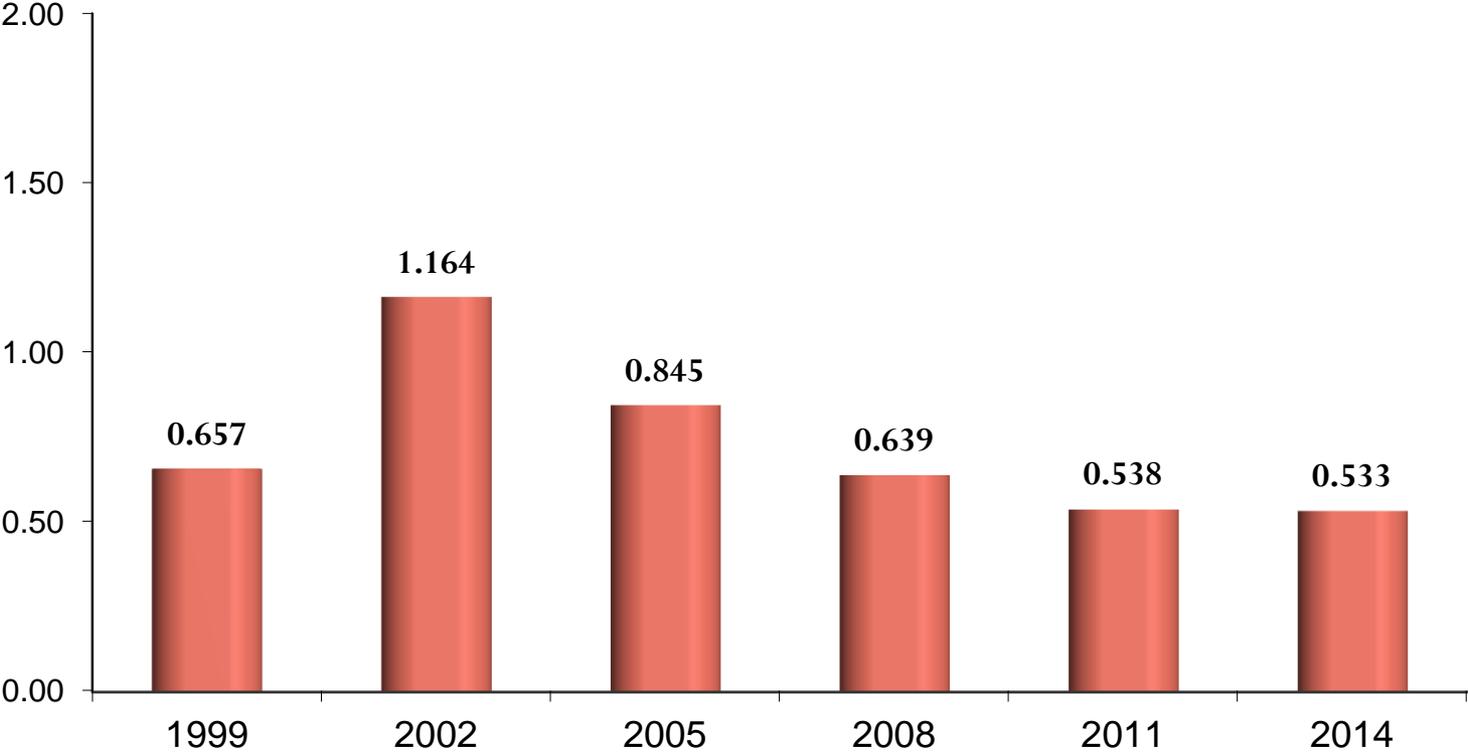
Commuter Connections NOx Reduced (daily tons) – 1999 to 2014

Daily tons NOx Reduced



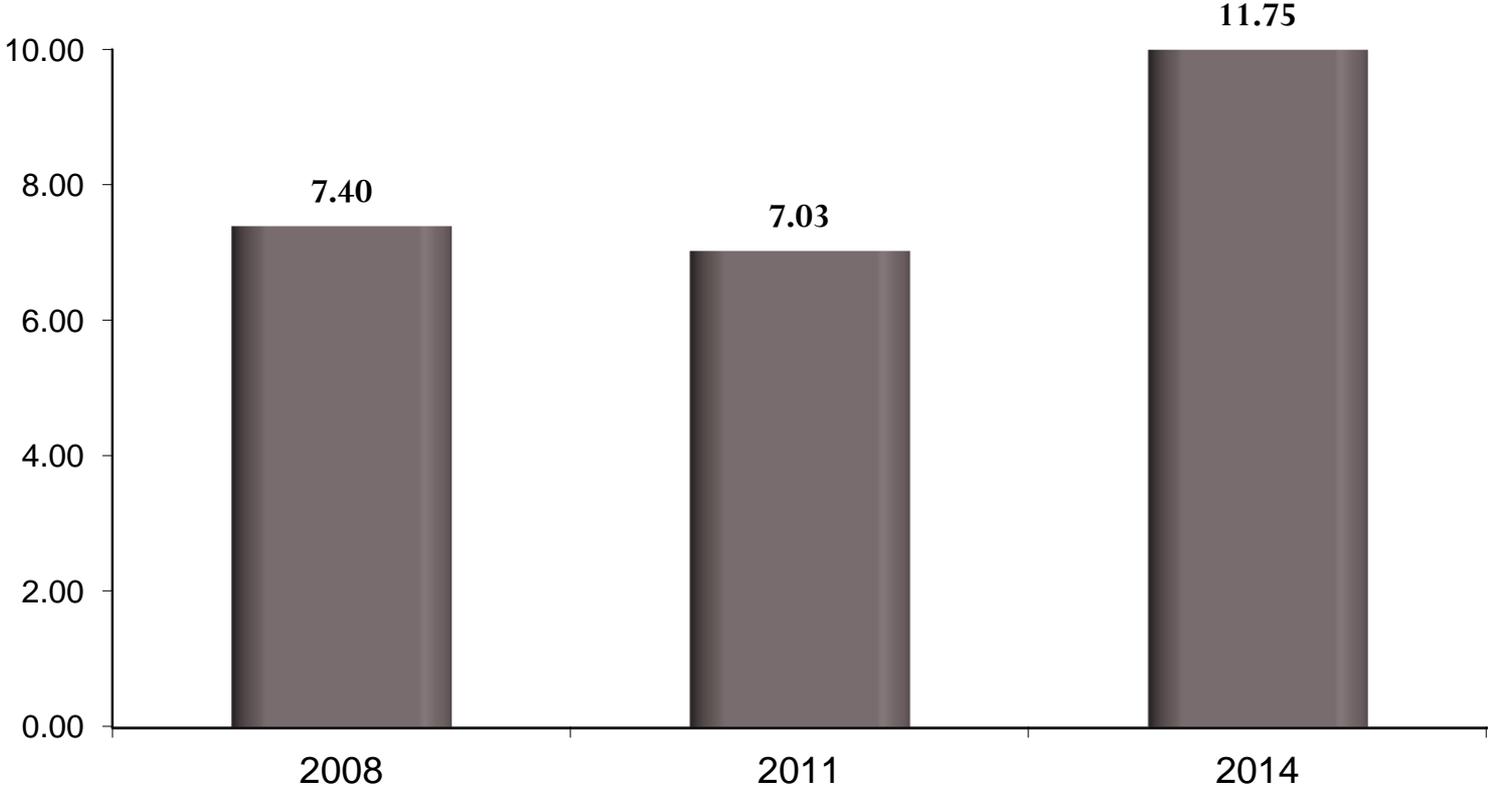
Commuter Connections VOC Reduced (daily tons) – 1999 through 2014

Daily tons VOC Reduced



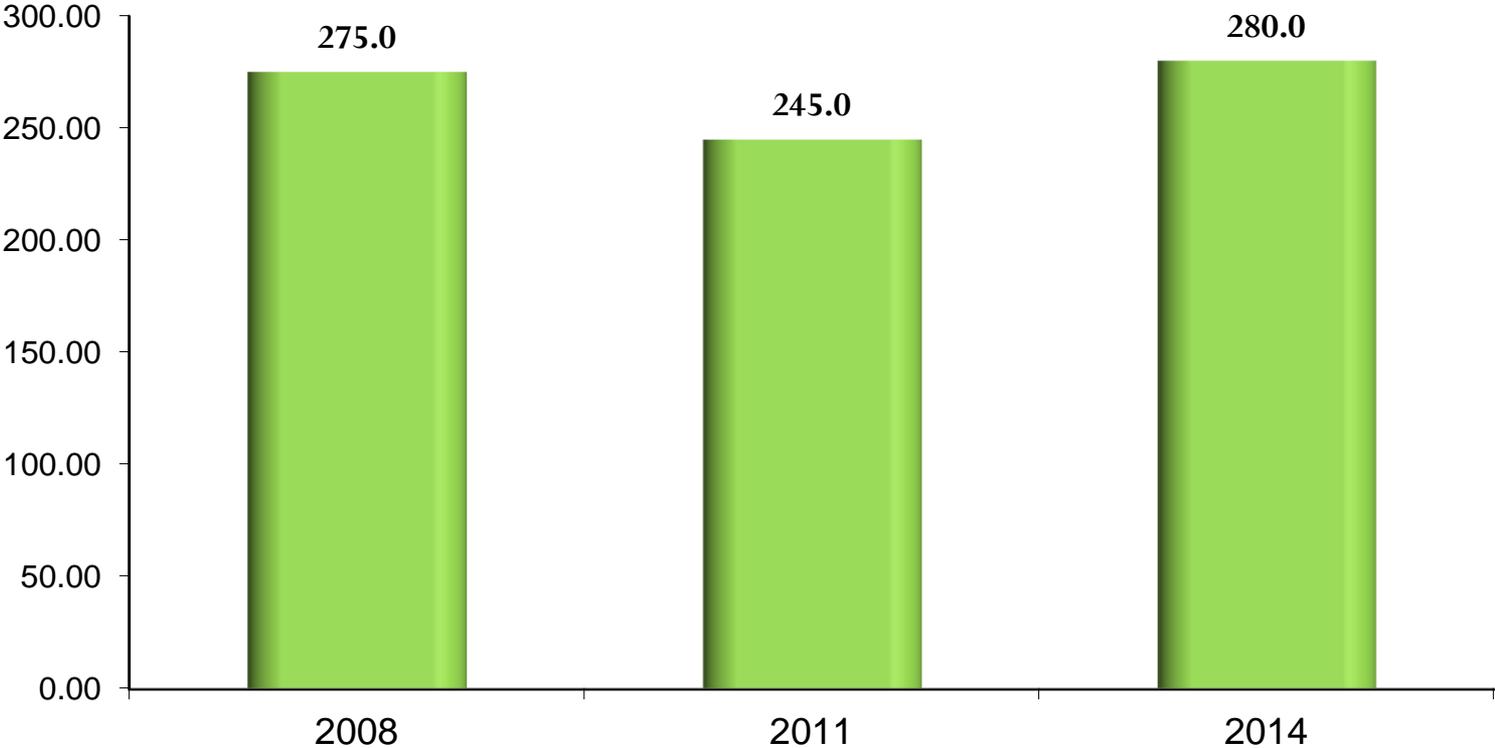
PM 2.5 Reduced (annual tons) – 2008 to 2014 Commuter Connections TERMS + Commuter Operations Center

Annual tons PM 2.5 Reduced



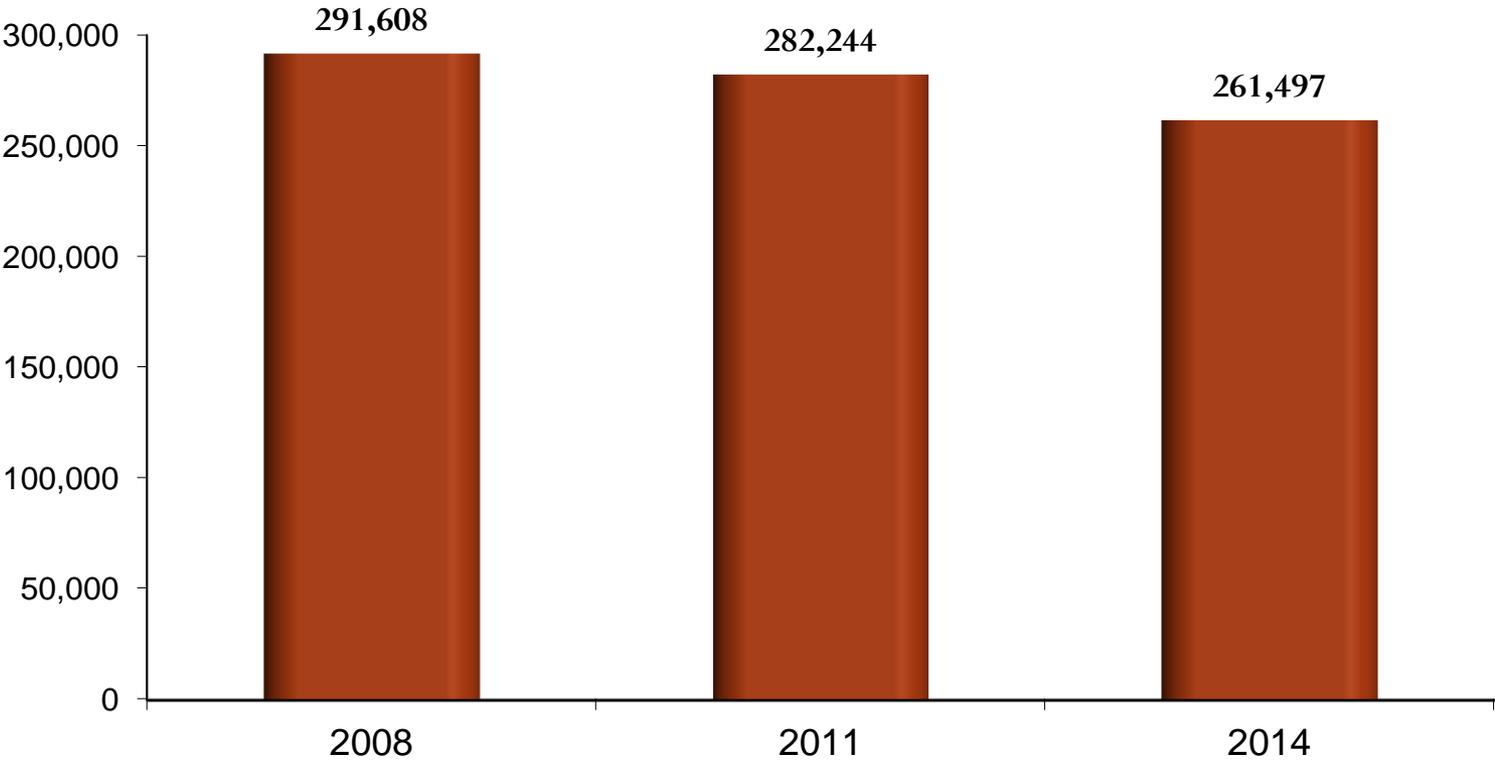
Precursor NOx Reduced (annual tons) – 2008 to 2014 Commuter Connections TERMS + Commuter Operations Center

Annual tons PM 2.5 Precursor NOx Reduced



CO2 Reduced (annual tons) – 2008 to 2014 Commuter Connections TERMS + Commuter Operations Center

Annual tons CO2 – Greenhouse Gases Reduced



Cost Effectiveness of Commuter Connections

- Cost per Vehicle Trip Reduced \$0.16
- Cost per Vehicle Mile of Travel Reduced \$0.01
- Cost per ton of NO_x Reduced \$20,000
- Cost per ton of VOC Reduced \$41,000

Proposed FY 2016 CCWP Budget

Program	Cost FY15	Cost FY16
Commuter Operations	\$516,441	\$540,608
GRH	\$703,227	\$731,286
Mass Marketing	\$2,763,444	\$2,860,165
Program Evaluation	\$460,000	\$868,000
Employer Outreach	\$632,228	\$652,278
GRH Baltimore	\$150,000	\$170,000
TOTAL	\$5,225,340	\$5,822,337

Proposed FY 2016 CCWP Budget

- Overall 11.4% increase from FY 2015
- Budget Breakdown: **\$5,822,337**
 - **COG/TPB Staff & Overhead: \$1,634,618 or 28% of the overall budget**
 - **Private Sector Services: \$3,318,911 or 57% of the overall budget**
 - **Local Jurisdiction Pass-Thru: \$464,320 or 8% of the overall budget**
 - **Direct Costs: \$404,488 or 7% of the overall budget**

What's New In FY 2016 CCWP

- Regional TDM Marketing
 - Adjustment to 'Pool Rewards budget based on Survey Results
- Monitoring and Evaluation
 - FY 2015 – 2017 TDM Evaluation Framework Methodology Document
 - 2016 State of the Commute Survey and Draft Technical Report publication
 - 2016 In-Depth GRH Applicant Surveys for DC and Baltimore Regions
 - 2016 Applicant Retention Rate Survey and Report
 - 2016 GRH Retention Rate Survey and Report

Next Steps

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- State funding agencies have provided comments and have approved Draft FY 2016 CCWP.
 - Commuter Connections Subcommittee reviewed draft CCWP on November 18th and a comment period was established and the document was endorsed on January 20th.
 - Tech Committee received briefing of the Work Program on February 6th and will be briefed again on March 6th.

Next Steps - continued

- TPB will receive draft of the FY 2016 CCWP today and the document has been released for public comment. TPB 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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