## **COMMUTER CONNECTIONS**

FY21 First Half Marketing Activities

Douglas Franklin
Senior Marketing Manager

Regional TDM Marketing Group December 15, 2020



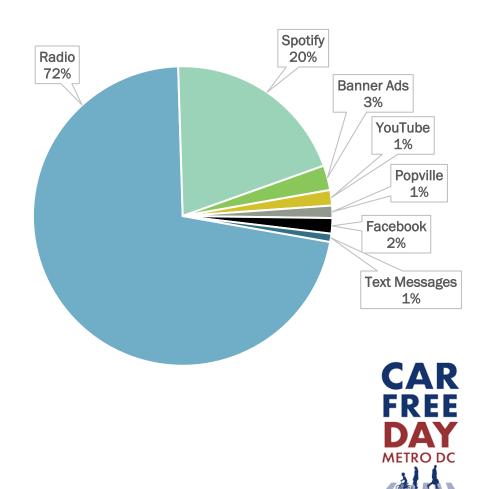
## **FY21** First Half Marketing Activities

- Car Free Day 2020 Campaign
- FY21 Commute with Confidence Campaign
- Employer Recognition Awards 2021 Nominations
- Bike to Work Day 2021 Sponsor Drive
- Newsletters



## Media Budget (Net)

| Car Free Days Budget | MWCOG Cost  |
|----------------------|-------------|
| Radio                | \$32,237.00 |
| Spotify              | \$9,000.00  |
| Banner Ads           | \$1,200.00  |
| YouTube              | \$750.00    |
| Popville             | \$600.00    |
| Facebook             | \$750.00    |
| Text Messages        | \$400.00    |
| Totals               | \$44,937.00 |





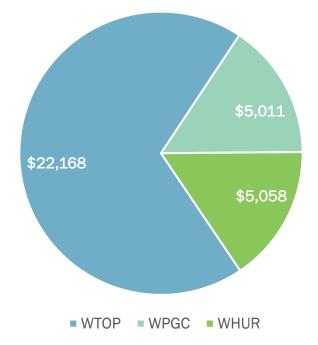
9.22.20

## Radio Spending Detail





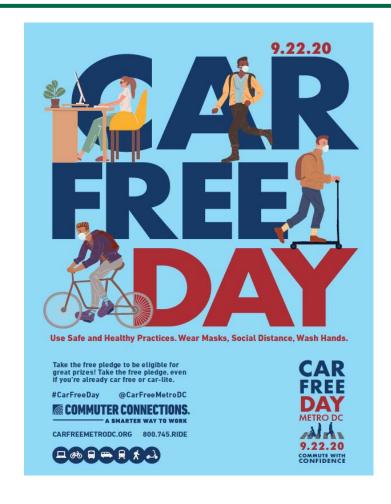








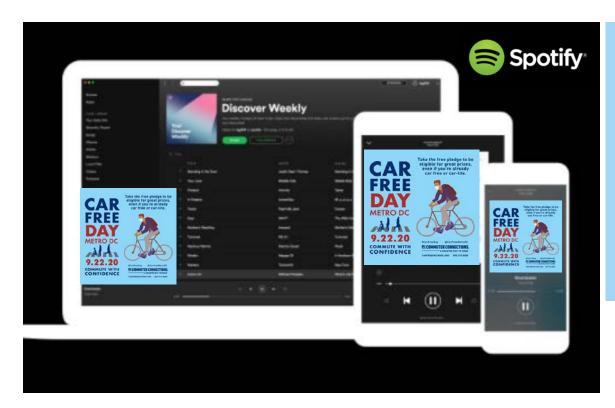
#### **Poster**







## **Spotify**

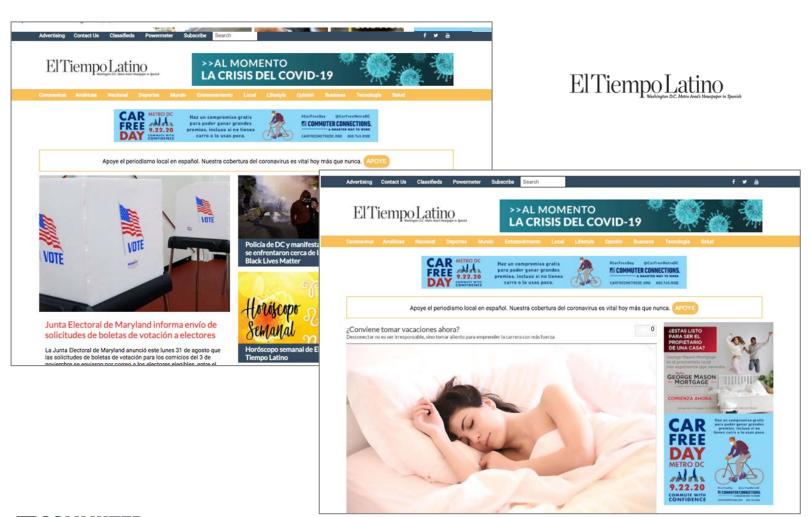








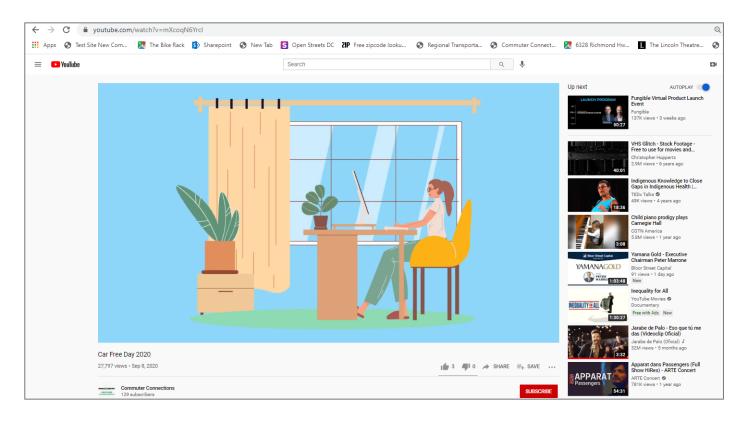
## El Tiempo Latino





#### Video





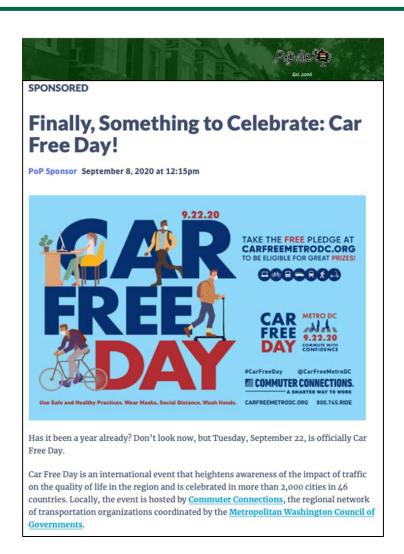




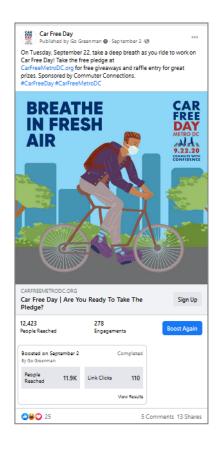
## **Sponsored Article**







#### **Social Media**



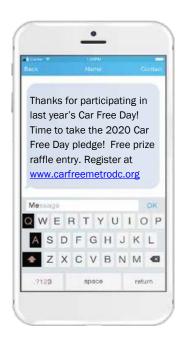








## **Text Messaging**









## **Transit Signage**







## College Campus Challenge







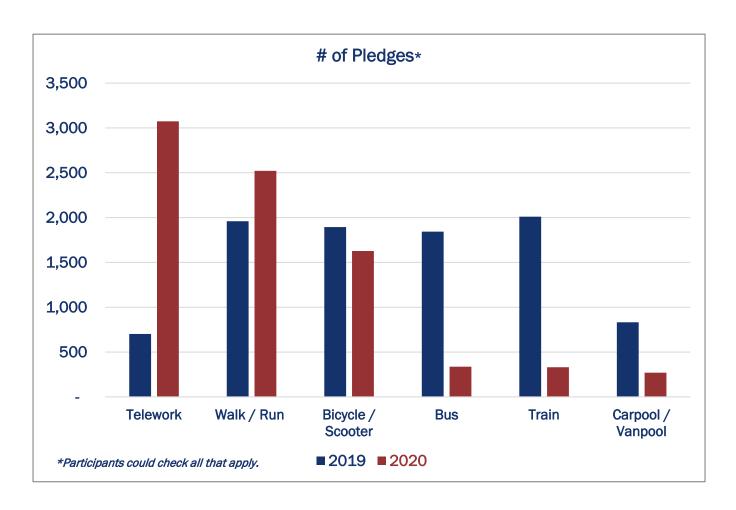
## College Campus Challenge







## Pledges 2020 vs. 2019





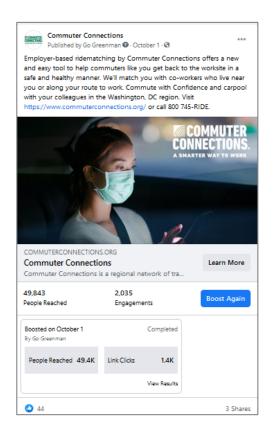


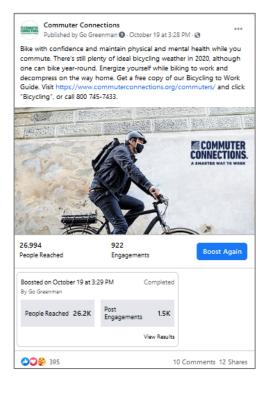
### Commute with Confidence

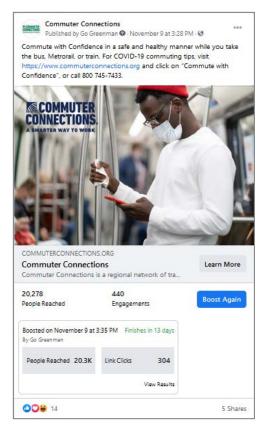




### **Social Media**



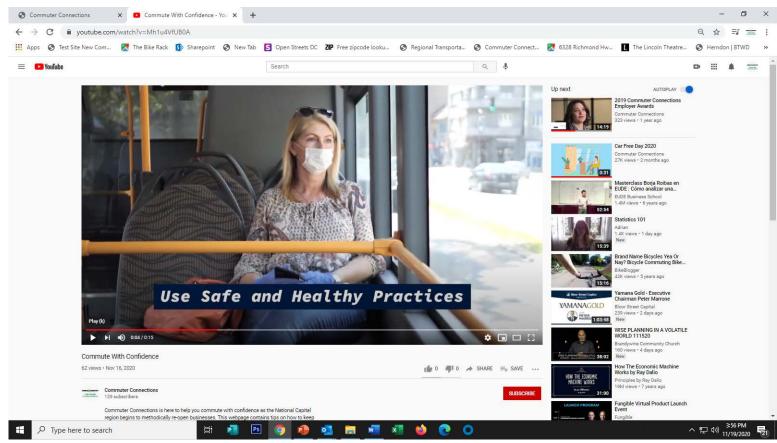






### Video







### Radio - Value Added















## **Community Affairs Programs**

















# **Employer Recognition Awards**











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# **Employer Recognition Awards**





# Bike to Work Day Sponsor Drive

| bike to work day  |  | Please Return by January 29, 2021                                    |                         |                      |
|---|--|--|-------------------------|----------------------|
| Please check one of   | of the following Sp                                      | onsor Levels:  | Cash                    | In-Kind              |
| GOLD SPONSOI<br>Mentioned as spons<br>(traditional radio and<br>Social Media, plus a  | or on over 400 Radi<br>Nor equivalent online             | io ads<br>e media impressio  | ns),                    |                      |
| SILVER SPONSO<br>Logo on 20,000 T-si<br>Bronze level items  |  | <b>\$4,500</b><br>, plus   |                         |                      |
| BRONZE SPONS  |  |  |                         |                      |
| If in-kind donation,  | please describe:   |  |                         |                      |
|   |  |  |                         |                      |
| Silver and Gold level spon  |  |  |                         |                      |
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#### **Newsletter**



#### 23RD ANNUAL EMPLOYER RECOGNITION AWARDS HONOR AREA COMPANIES

A good employer commute program is beneficial in helping to influence how employees get to and from work. In June, the Metropolitan Washington Council of Governments (COG) Commuter Connections' program honored three employers in the Washington, DC, region for their exceptional commitment to easing their employees' commutes at its 23rd annual Employer Recognition Awards. This year's event was live streamed virtually from the National Press Club.



Commuter Connections recognized Alt Associates of Rockville, MD, United Therapeutics Corporation of Silver Spring, MD, and ANA Enterprise of Silver Spring with awards for their incentives, marketing, and teleworking programs, respectively. Together, their employees reduced a total of more than 2.1 million vehicle miles traveled (VMT) and collectively saved more than 113,000 gallons of gasoline per year while saving thousands of dollars annually.

"Employers that support daily commute alternatives such as bicycling, walking, teleworking, public transit, ridesharing, and alternative work schedules help create better morale and work-life balance for employees, while simultaneously bettering their environments," said Marcus. Moore, Chair, Commuter Connections Subcommittee and Employer Outreach Specialist and Transportation Planner, Fairlax Courty Department of Transportation. The Commuter Connections Employer Services program is a comprehensive regional network dedicated to assisting employers in setting up and expanding commuter initiatives.

Winners were chosen based on their abilities to offer measurable commuter benefits that reduce gasoline consumption and emissions through fewer vehicle trips and miles traveled; and for implementing policies that have improved the commutes of their employees. These collective efforts by employers help reduce traffic congestion and air quality emissions in the region.

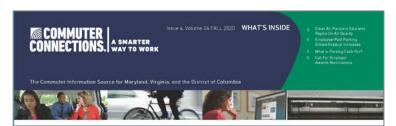
"For the past two decades, the Employer Recognition Awards have becomed employers who are taking the lead in offering commute options that foster improved quality of life for both employees and communities through programs that reduce drive-alone commuting," said Nicholas Ramfos, Commuter Connections Director.

District of Columbia Councilmentèer, Charles Allen, served as the Master of Ceremonies and one of the award presenters. He also serves as Vice Chairman of the National Capital Region Transportation Planning Board (TPB) at CDG Alderman Kelly Russell with the City of Frederick, and the current chair of the TPB, was also an award presenter.

#### INCENTIVES AWARD Abt Associates Rockyllie, MD

Abt Associates' mission is to improve the quality of life and economic well-being of people worldwide by incorporating social and environmental responsibility into all its operations, from committing to de-carbonization to taking

Continued on page 2



#### SURVEYS REVEAL TELEWORK LEVELS PRE-POST COVID-19

A recent survey of employers in the Washington, DC metropolitan region was conducted by Commuter Connections to examine coronavirus pandemic experiences.

180 employers responded, representing a wide range of employer types and sizes. The survey assessed worksite shut downs, level of teleworking at worksites before and during the pandemic, and challenges and benefits experienced during the unprecedented heavy remote work period.

Nearly all (93%) employers reported that their worksites shut down or reduced on-site operations for employees. More than three-quarters (77%) had shut-down or reduced operations at all worksites and 16 percent had shut down some worksites.

Nearly all (97%) respondents said at least some employees were teleworking during the pandemic. More than half (55%) said employees teleworked all workdays and 11 percent said all employees teleworked some of their workdays. Three in en (31%) noted that some employees teleworked, but that others worked at their usual work location.

More than six in ten (61%) employers had a formal telework policy or program in place before the pandemic began, and 14 percent said they initiated one during the pandemic.

Thirty-seven percent of employers said they would continue telework at a level higher than pre-pandemic (evels, allowing more employees to telework than before the pandemic and/or allowing more days or hours of telework per week. Twenty percent said they would most likely continue telework at normal levels.

"Telework prepared us for moving forward with 100% remote [employees] when the pandemic hit in March. The company continued operations without missing a beat," said Dale Roberts, Chief Operating Officer at Testa Government.



Almost two-thirds (64%) of respondents considered flexible or staggered work hours and nearly three in ten (29%) considered compressed work schedules to reduce the spread of future virus outbreaks after offices region.

Child/dependent care rated as the most significant concern during increased teleworking. The other highest issue of concern was employee isolation.

Nearly half (46%) of all respondents said employees felt they were more productive working remotely, and more than one in five (27%) said employees had even improved communication with managers. Robert's added: "We have several supervisors who, prior to the pandemic, were reluctant to allow more than 2-days per week of telework for their teams. They feared loss of a cohesive team and have learned how to keep the team environment functioning extremely well and productive through use of video, phone and messaging capabilities available to them?

The overwhelming benefit, cited by 75 percent of respondents, was not having to commute to work. Six

Continued on page 2



### **Federal ETC**

SUMMER 202

#### FEDERAL ETC UPDATES

#### RETURNING TO A NEW NORMAL



The COVID-19 pandemic will not last forever, but the changes in the way we interact with one another may well continue; some predict the handshake will become obsolete.

What about the way we work? COVID-19 has shown us that for some federal agencies, teleworking is more feasible than originally thought. Video conference services took over for conference rooms. The refrigerator took over for the local cafe that caters to the business lunch crowd. Pets assumed the role of co-worker who just doesn't want to leave you alone. Telework notably reduces auto emissions and traffic congestion, so the more working remotely, the better the environment and mobility. That alone is a good reason to start mixing more frequent telework into the regular work week for federal employees, not to mention the enormous work/life balance impact it brings.

The federal government has released a phased approach to reopening the country, and there is no shortage of guidance. There are three phases, each of which progresses to lighter and lighter restrictions. For example, non-essential travel is prohibited under phase one, but can be resumed under phase two. Workplaces should remain closed during phase one but can slowly be reopened under phase two, and will be fully open under phase three.

The Office of Personnel Management (OPM) issued M-20-23, a guide to help agency leadership determine when to implement return to work plans. The M-20-23 memo outlines five key parameters that will inform how federal agencies operate, including geographic-based decisions, telework status guidelines, per sonal guidelines, facilities, service & operations guidelines, and federal employee and travel guidelines. The Administration's Opening Up America Again provides additional guidance. General Service Administration (GSA) has even more guidance on what agencies need to consider when developing a reopening plan.

The federal government understands that the pace of the re-opening will be different for federal employees region-to-region. Employees of the National Parks Service have a better chance of returning to work sooner than Hill staffers, due to the outdoor nature of many of its jobs.



#### FALL 202

#### FEDERAL ETC UPDATES

NCPC TRANSPORTATION ELEMENT UPDATE AND WHAT IT MEANS FOR FEDERAL AGENCY TMP'S



New policies guiding transportation management at federal worksites in the National Capital Region were recently adopted by the National Capital Planning Commission (NCPCI. The Commission voted at a July 2020 meeting to adopt updates to the Transportation Element of the Comprehensive Plan. The updated Transportation Element will replace the 2016 Federal Transportation Element will replace the 2016 Federal Transportation Element and policies.

Notable changes to the Transportation Element, as outlined in the NCPC Project Summary, include:

- A new Transportation Addendum targeting practical implementation of Transportation Management Plans (TMP)
- An increase in the parking requirements for the L'Enfant City (formerly Regional Core) area from 1:5 to 1:6 ratio of parking spaces to employees
- A new policy that encourages agencies to consider how charging for parking can be used as a TDM tool

The new Addendum to the Transportation Element contains a revamped TMP review process that encourages Federal Employee Transportation Coordinators (ETC) operating or creating a TMP to proactively consult directly with NCPC, local jurisdictions, the Metropolitan Washington Council of Governments (DCG), and transit planners to identify potential employee commute issues and/or opportunities. ETCs are considered the primary implementors, administrators, and managers of TMPs at the federal agency level. TMPs should be fully integrated with worksite master plans and reviewed at least every five years to ensure they accurately



reflect forecasted challenges to the campus/installation (Transportation Element Addendum, 5).

Consistent monitoring and evaluation are also expected under the new policies. Federal EICs are expected to document the effectiveness of Transportation Demand Management (TDM) strategies by collecting applicable data for determining impacts. NCPC will request certain transportation metrics on a biennial basis for all facilities with master plans or for projects that have transportation implications, including those that seek a parking ratio deviation in accordance with the criteria in the NCPC Submission Guidelines. The biennial report is intended to update NCPC with TMP progress, and generally

Continued on page 2



#### **eNewsletter**







#### **Douglas Franklin**

Senior Marketing Manager (202) 962-3792 <a href="mailto:dfranklin@mwcog.org">dfranklin@mwcog.org</a>

#### commuterconnections.org

Metropolitan Washington Council of Governments 777 North Capitol Street NE, Suite 300 Washington, DC 20002-4290

