

COMMUTER CONNECTIONS

FY 2026 Work Program (CCWP)

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National Capital Region Transportation Planning Board

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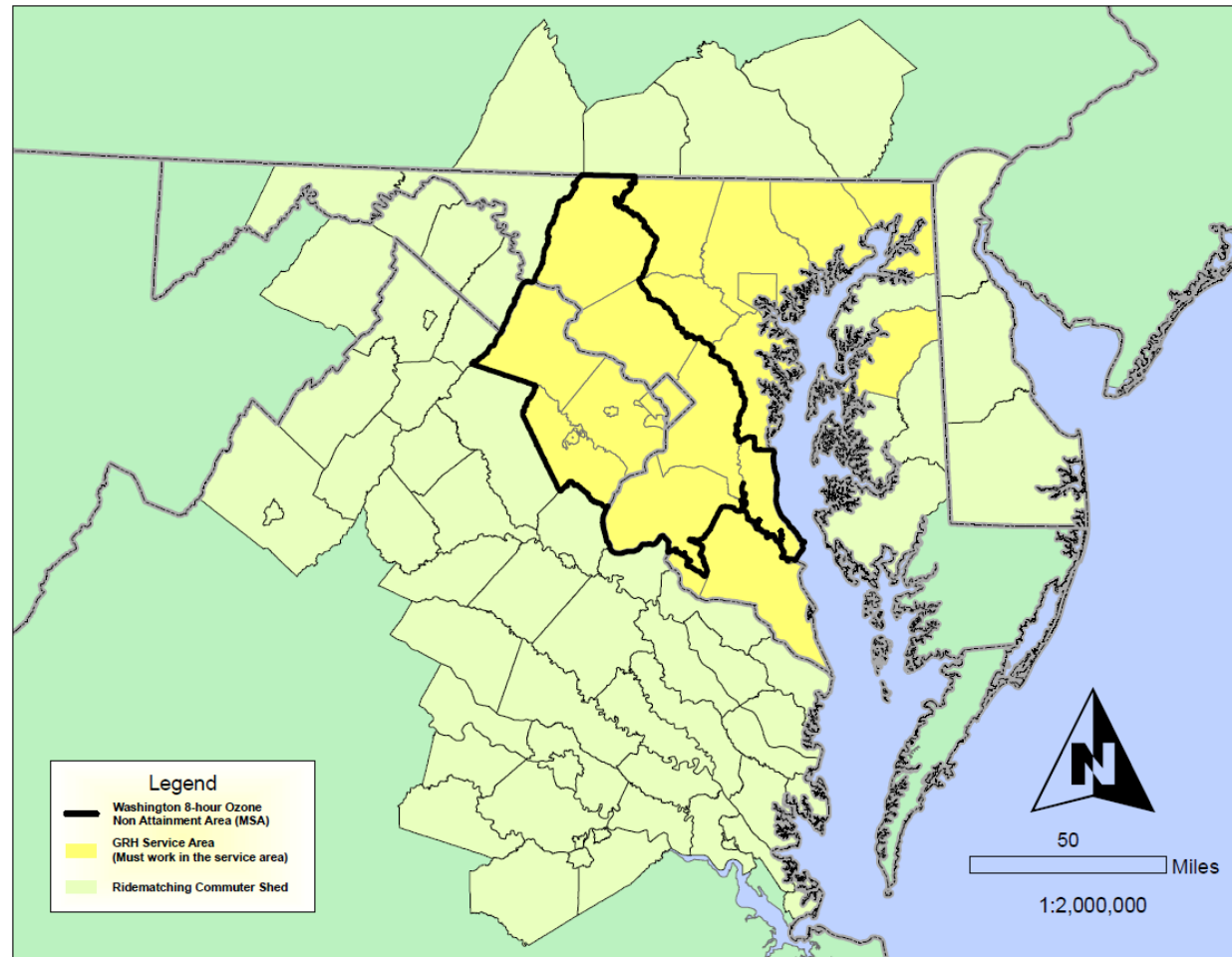
Commuter Connections - Defined

- 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 vehicle 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 performance-based 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).

Commuter Connections Geographic Coverage Area



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

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 FY2026 CCWP Budget

- Budget Breakdown: \$8,488,471
 - Staffing & Overhead: \$2,370,366 or 28% of the overall budget
 - Contractor Services: \$1,720,900 or 20% of the overall budget
 - Local Jurisdiction Pass-Thru: \$630,000 or 7% of the overall budget
 - Promotions: \$1,658,300 or 20% of the overall budget
 - Other Direct Costs*: \$2,738,905 or 32% of the overall budget
- 2.5% decrease from FY2025 (\$8,704,777)

**Other Direct Costs include commuter incentives, vanpool subsidies, maintenance/equipment, capital expenditures, postage, printing, conference/meeting facilitation, software acquisition, and supplies.*

Proposed FY2026 CCWP Budget Allocations

Funds Source	Commuter Program Operations	Marketing	Monitoring & Evaluation	Employer Outreach*	TOTALS
District of Columbia (DDOT)	\$240,907	\$416,208	\$65,715	\$47,884	\$770,714
State of Maryland (MDOT)	\$1,087,188	\$2,739,063	\$245,039	\$870,642	\$4,991,932
State of Maryland (MTA)	\$50,000	-	-	-	\$50,000
Commonwealth of Virginia (VDOT)	\$735,459	\$1,574,015	\$246,153	\$170,199	\$2,725,825
TOTAL	\$2,113,555	\$4,729,285	\$556,907	\$1,088,725	\$8,488,471

**Additional allocations for local jurisdictions / contractors, subject to funding availability, from state funders*

NOTE: Commuter Connections has a projected revenue stream of \$8,100 for Commuter Connections TDM System Access Fees.

Demonstrated State Commitment

- RTO is causing a growth in demand for Commuter Connections services
- Capacity to scale due to unwavering commitment from state funders
 - Ready to meet anticipated renewed interest in commuter programs

Fiscal Year	Expenses	Budget	% Expended
2019	\$5,742,609	\$6,408,689	90%
2020	\$5,069,297	\$6,157,277	82%
2021	\$3,561,050	\$6,346,089	56%
2022	\$5,317,406	\$7,095,959	75%
2023	\$5,504,821	\$6,944,197	79%
2024	\$5,635,263	\$7,086,822	80%
2025*	TBD	\$8,704,777	TBD

Capacity to Continue Growth

Fiscal Year	Matchlists Generated	GRH Trips	Incentive Redemptions
2019	29,283	2,420	n/a
2020	19,640	1,777	1,501
2021	5,208	153	221
2022	11,300	344	230
2023	14,838	643	565
2024	13,109	739	625
% of Pre-Pandemic Capacity	67%	31%	42%
% Change from Peak-Pandemic	+152%	+383%	+183%

FY2026 Focus Areas

- Commuter Program Operations
 - Operate Key Bridge Collapse Emergency TDM Efforts
- Marketing
 - Compliment RTO with Commuter Incentive Programs
- Employer Outreach
 - goDMV Commuter Competition
- Monitoring and Evaluation
 - 2025 State of the Commute Report
 - 2025 GRH In-Depth Applicant Survey and Report
 - 2025 Bike to Work Day Event Survey and Report

Approval Timeline + Next Steps

- State funding agencies reviewed the document and provided comments/edits.
 - State funding agencies approved the draft FY2026 CCWP on January 8, 2025.
- The Commuter Connections Subcommittee endorsed the FY2026 CCWP for release on January 15, 2025.
- TPB Tech Committee briefed on February 7, 2025, and will be briefed again on March 7, 2025.
- TPB will be asked to approve at the March 19, 2025, meeting.
- Secure funding commitments and TIP amendments by June.
- Program begins July 1, 2025.

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