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Expand Options for Commuters, Leverage Employers, Enhance Performance

Support The 'Commute Less' Amendment

'The Commute Less' Act of 2015 (HR 200), introduced by Congressman Sires (D-NJ) will **expand transportation options for commuters by leveraging the resources of employers and the private sector without placing any mandates or increasing the Federal deficit.**

Background

Many Americans drive alone because they feel like they have no real choice in how or when they commute. However, employers who play an active role in promoting and providing transportation options for their employees are making their mark.

Multiple studies indicate that when employers offer commute benefit programs 1 in 5 of their employees will leave their cars at home and take advantage of alternative forms of transportation, including transit, carpooling, telework, and biking or walking to work. ***That is a 20% mode shift.***

The 'Commute LESS (Leveraging Employer Suggestions and Successes)' Amendment will provide a better connection between transportation planners, employers, and federal transportation dollars. It will provide employers with the proper tools and resources to provide their employees with real alternatives; such as rideshare and telework programs or providing shuttle services to connect business parks with transit stations.

This amendment will help increase alternatives by ***leveraging private investment and reducing Federal burdens without placing any mandates on the private sector.*** The amendment is modeled after the successful Commuter Trip Reduction program in Washington State. The impact of that program has been astonishing. Since Washington State has initiated this program, vehicle miles traveled have decreased statewide. Additionally, the program has leveraged private investment in transportation. ***A recent review of the program found that every dollar invested by the state was matched with \$19 from the private sector.***

The Commute LESS Amendment:

- Expands transportation alternatives for commuters;
- Leverages Private Sector Investment;
- Reduces the burden on the Federal Government; and
- Does not impose any mandates or unwanted burdens on employers
- Does not unduly impact small or rural governments with limited planning resources

Specifically the amendment:

Requires Local Planning Agencies over 200,000 to work with employers and transportation management organizations to develop a congestion mitigation plan consisting of employer based commuting programs such as rideshare, shuttles, transit benefit programs, and telework.



On Page 109 strike line 11 through 16 and replace with the following

(7) in subsection (k)(3)

(A) In paragraph (A) insert “(including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), job access projects,” after “reduction”;

(B) By adding the following at the end:

“(C) Congestion Management Plan – A metropolitan planning organization with a transportation management area shall develop a plan that includes projects and strategies that shall be considered in its TIP. This plan shall—

(1) develop regional goals to reduce vehicle miles traveled during peak commuting hours and to improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;

(2) identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region

(3) identify proposed projects and programs to reduce congestion and increase job access opportunities.

“(D) Participation – In conducting this process and development of the plan identified in subsection (C) a metropolitan planning organization shall include employers, private and non-profit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals to assist in the development of this.”



Association for Commuter Transportation

On Page 224 strike line 9 through 14 and replace with the following

(7) in subsection (k)(3)

(A) In paragraph (A) insert “(including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), job access projects,” after “reduction”;

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