Commute Trip Reduction Efficiency Act

Keith Cotton
WSDOT

Kim Becklund
CTR Task Force
City of Bellevue

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Today: Counties in the CTR program
State Highway Congestion in 2003

Light line: average peak period travel speeds fall below 85% of posted speed limit

Dark line: average peak period travel speeds fall below 70% of posted speed limit
State Highways with Identified Bottlenecks/Chokepoints in 2003
State Highway Congestion in 2025

Light line: average peak period travel speeds fall below 85% of posted speed limit

Dark line: average peak period travel speeds fall below 70% of posted speed limit
How is the program performing?

The percentage of commuters who drive alone to all CTR worksites declined more than seven percent from 1993 to 2005, and the drive-alone rate for the program remains below the state and national drive-alone rate. The drive-alone rate for those employers with complete data that began the program in 1993 declined more than 14 percent from 1993 to 2005.

Sources: U.S. Census Bureau for Washington and U.S. averages, WSDOT CTR Survey Database for CTR sites. Census data for 1990 and 2000 are from the decennial census; data for 2001 through 2004 (the dotted lines) are from the American Community Survey.
Figure 4-1
PUBLIC VANPOOLS OPERATING IN WASHINGTON
January 2003 to October 2005

2003-2005 biennial goal:
10% increase in operating vanpools met in March 2005

November 2003 to October 2005
23% increase in operating vehicles: 366
27% increase in daily vanpool riders: 3,462

The Vanpool Investment Program met its vanpool growth goal for the 2003-2005 biennium in March 2005. Between November 2003 and October 2005 the number of vanpools on the road increased by 23 percent and the number of riders increased by 27 percent.
Source: WSDOT Vanpool Database.
Changes made to the CTR law in 2006

- The 2006 legislature changed the CTR law to enhance its ability to provide benefits for transportation efficiency, energy conservation, and air quality.

- Changes to the CTR law will make it easier to incorporate trip reduction programs into planning for our transportation system and for growth management.

- Overall, the changes to the CTR law will:
  - Focus the program
  - Foster planning coordination
  - Offer an opportunity for customized trip reduction programs

- Modest, incremental changes in the current CTR program; it will continue to function and be funded in generally the same way.
Urban Growth Areas in the CTR program
(preliminary determination)
How the legislature changed the law

- Focused it on urban growth areas (UGAs) in the most congested parts of the state

- Established a local-regional-state CTR planning framework that integrates CTR program efforts with land use and transportation planning

- Adopted a two-tiered program
  - Base program essentially remains the same, other than UGA focus
  - Targeted investment program for designated growth and transportation efficiency centers (GTECs)
Two-Tiered Approach:

1. A Base that Works and
2. New Centers Approach to Improve Performance

- **Base Program**: Continues as same program--for employers with 100+ employees and streamlined to Urban Growth Boundaries

- **Optional** Growth & Transportation Efficiency Centers for local customization of CTR programs that is approved by State in collaboration with local RTPO.

  - Participating cities to define CTR/TDM goals and tools;
  - RTPOs to work with cities on goals for regional consistency with Regional CTR Plan;
  - Locals, transits, RTPOs to consider GTECs as part of plan updates;
  - Bottom-line: improved trip performance where most trips occur
How the legislature changed the law

- Increased program efficiency by reducing administrative costs
- Established a more effective leadership role for state agencies
- Streamlined and reconstituted the CTR Task Force as the CTR Board
Implementing the program changes

- The CTR Efficiency Act sets out general parameters for the program’s transformation

- Building on the existing CTR guidelines, WSDOT, the CTR board and others will develop the details through the program rules (Washington Administrative Code)

- The legislation’s deadlines, and the goal to have the new program plans ready to implement by July 1, 2007, necessitate an aggressive implementation schedule

- The CTR board is creating a work group to lead the development of the rules, with ad-hoc subcommittees to work on funding, outreach, and other needs
Implementation timeline

1. The CTR task force forms a work group to develop the program rules (while transforming into the CTR board)

2. Outreach to local jurisdictions and employers on legislative changes and to invite participation in the rules development process

3. WSDOT, in collaboration with the CTR board, develops program rules (WAC), including guidelines and models for local ordinances and local and regional CTR planning
   Draft guidance released July 2006

4. WSDOT gives planning funds (up to $750,000 in FY 2007) to local jurisdictions and regional transportation planning organizations (RTPOs) for CTR planning
   August 2006
Implementation timeline (continued)

5. Local jurisdictions and RTPOs develop CTR plans in a collaborative process; local jurisdictions may choose to designate Growth and Transportation Efficiency Centers (GTECs)
   August 2006 to April 2007

6. CTR board approves local and regional plans and develops funding allocation for 2007-2009
   February 2007 to June 2007

7. Local jurisdictions implement plans, update ordinances, and educate employers on the program changes
   July 2007 and beyond

8. CTR board develops state CTR plan based on regional plans
Local, regional, and state planning and implementation – Who needs to do what?

- **Local jurisdictions**
  - Develop local CTR plan
  - Consider designating a GTEC
  - Update ordinance
  - Outreach to employers
  - Implement new program

- **RTPOs**
  - Develop regional CTR plan
  - Provide technical support to local jurisdictions
  - Certify GTECs for funding
  - Monitor regional progress

- **Transit agencies, major employers, associations, and advocacy groups**
  - Participate in rules development, local and regional planning
  - Consider prioritizing investments in designated GTECs
Who needs to do what?

- **CTR board**
  - Approve local and regional plans
  - Approve opt-in proposals
  - Develop funding allocation
  - Develop state CTR plan

- **WSDOT**
  - Provide technical assistance
  - Develop implementation contracts
  - Develop materials for statewide public education and employer outreach
  - Develop a state TDM policy
GTEC Exercise

- Customize a trip reduction program
  - What goals do you set for your GTEC program?
  - What are the strategies?
  - How will you finance and administer the program?

- Rainland City and Sunnytown
Rainland City

2000 Downtown Employees  | 244,952
2020 Downtown Employees  | 307,859

<table>
<thead>
<tr>
<th>Mode</th>
<th>2000 Mode Split(1)</th>
<th>Employees</th>
<th>2020 Mode Split</th>
<th>Employees</th>
<th>Change(2)</th>
<th>Change</th>
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<tbody>
<tr>
<td>Drive Alone</td>
<td>44%</td>
<td>107,779</td>
<td>44%</td>
<td>135,458</td>
<td>27,679</td>
<td>26%</td>
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<td>Rideshare</td>
<td>12%</td>
<td>29,394</td>
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<td>36,943</td>
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<td>Bike</td>
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<td>9,798</td>
<td>4%</td>
<td>12,314</td>
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<td>26%</td>
</tr>
<tr>
<td>Walk</td>
<td>4%</td>
<td>9,798</td>
<td>4%</td>
<td>12,314</td>
<td>2,516</td>
<td>26%</td>
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<tr>
<td>Transit</td>
<td>36%</td>
<td>88,183</td>
<td>36%</td>
<td>110,829</td>
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</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
<td>244,952</td>
<td>100%</td>
<td>307,859</td>
<td>35,228</td>
<td>26%</td>
</tr>
</tbody>
</table>

27,679 new employees sounds like a manageable figure….until you consider that:
- Rainland City blocks are a little over 56,000 SF per block. At 400 SF per parking stall constructed in a garage, that equals about 140 stalls per parking level. At 140 stalls per level = 197 levels of parking.
  = Almost 20 city blocks of 10 story garages.
  = $720,000,000 in parking development costs (at about $26,000 per above-grade stall)

- 5% of employers are CTR affected (more than 100 employees) – 53% of employees
- 11% of employers with 25 to 50 employees – 7% of employees
- 84% of employers with less than 25 employees – 21% of employees

Sunnytown

- Population in 2000: 11,000  Target for 2012: 17,400
- Employment in 2000: 9,500  Target for 2014: 24,500

**Mode split**
- Drive Alone – 78%
- Rideshare – 14%
- Transit – 4%
- Walk – 2%

**Employer size breakdown**
- 6% of employers – 51% of employees CTR affected
- 18% of employers with 25 to 50 employees – 9% of employees
- 80% of employers with less than 24 employees – 19% of employees
Questions and Comments?

For more information or to be involved in rules development, contact:
Keith Cotton, WSDOT ~ 360.705.7910, cottonk@wsdot.wa.gov

CTR Efficiency Act implementation materials available at:
www.wsdot.wa.gov/TDM/taskforce/tfmaterials.cfm#program