

# **Commute Trip Reduction Efficiency Act**

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WSDOT

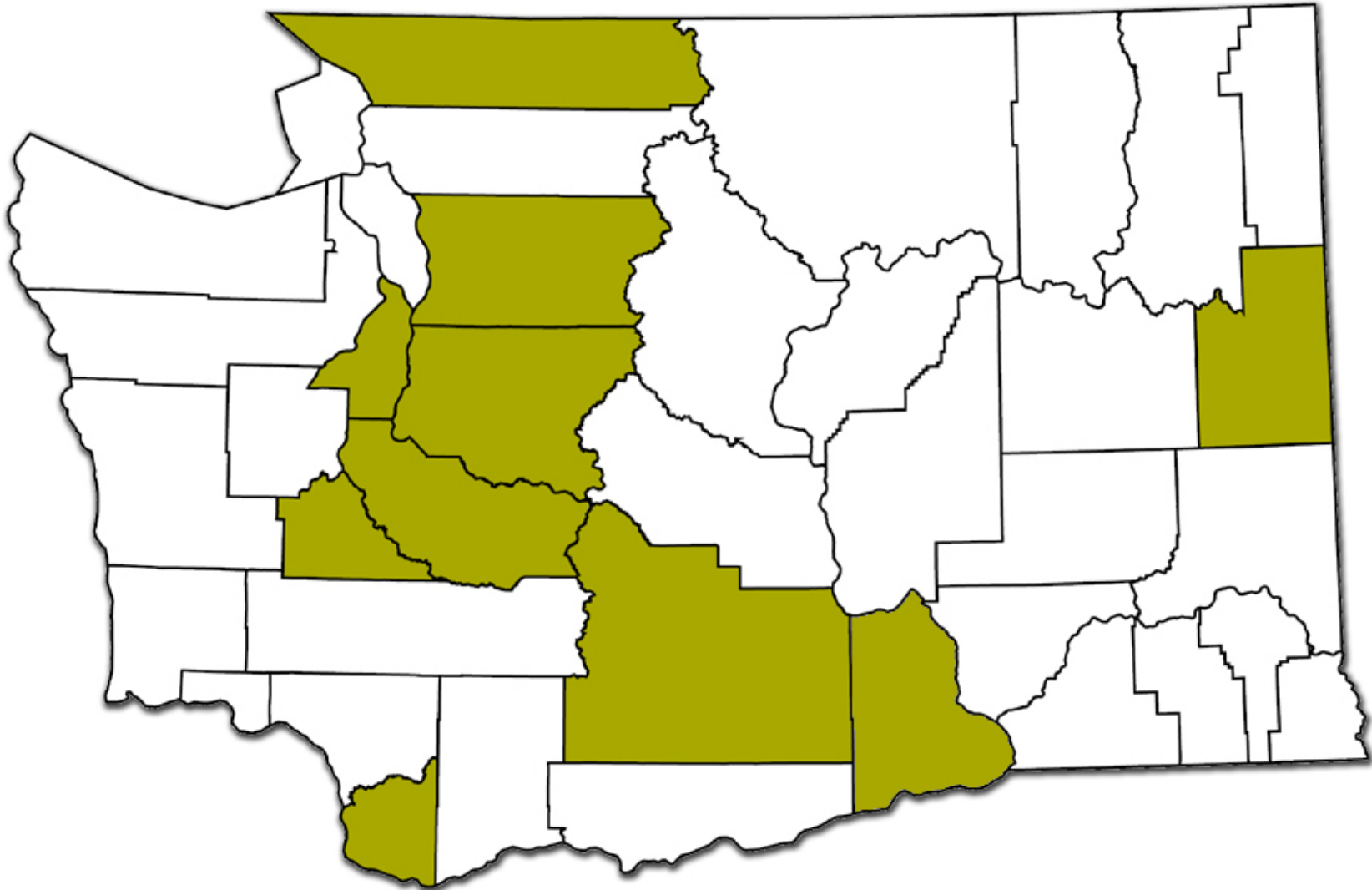
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CTR Task Force  
City of Bellevue

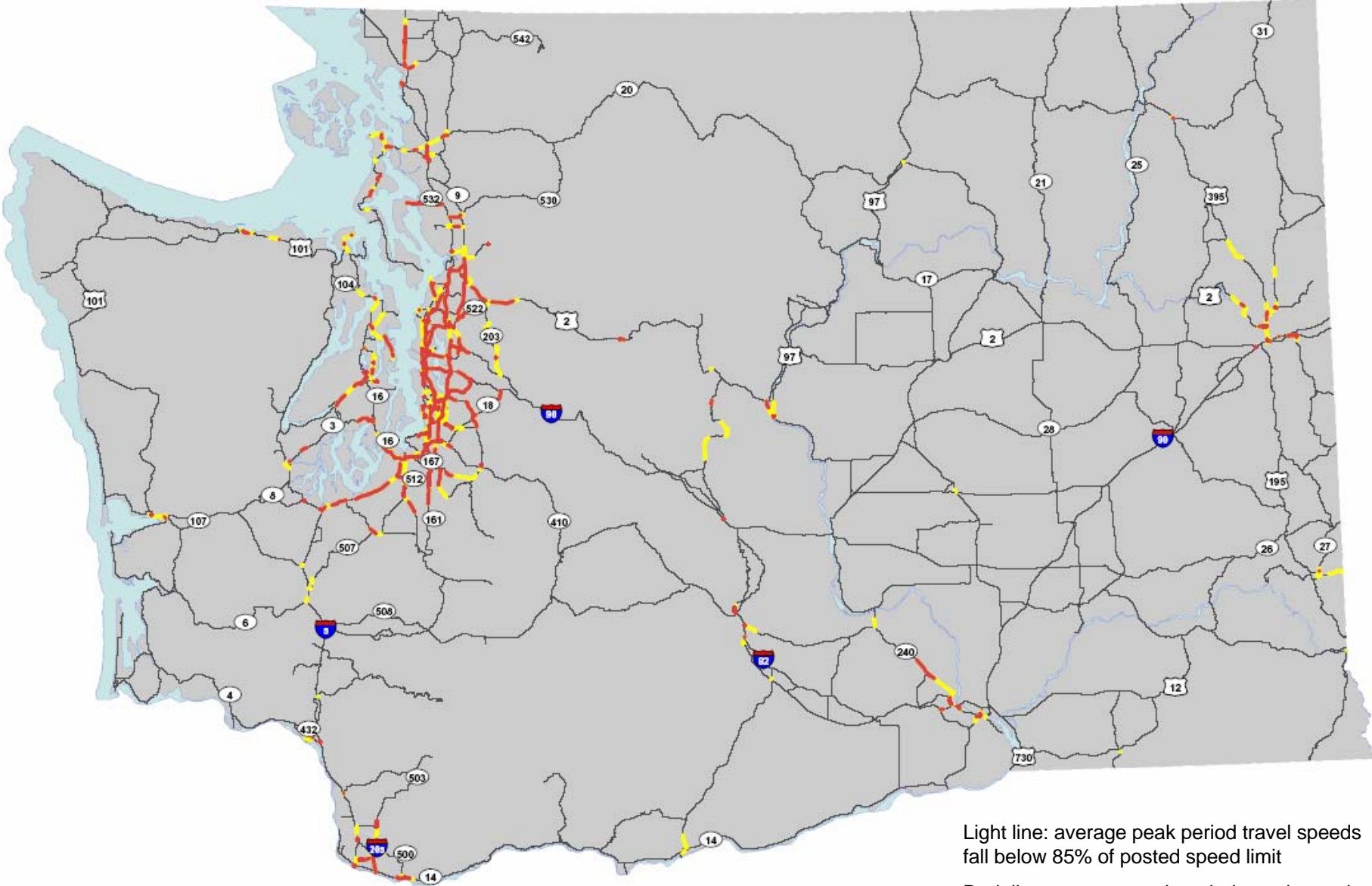
**WSRO Spring Workshop**

March 30, 2006

## Today: Counties in the CTR program



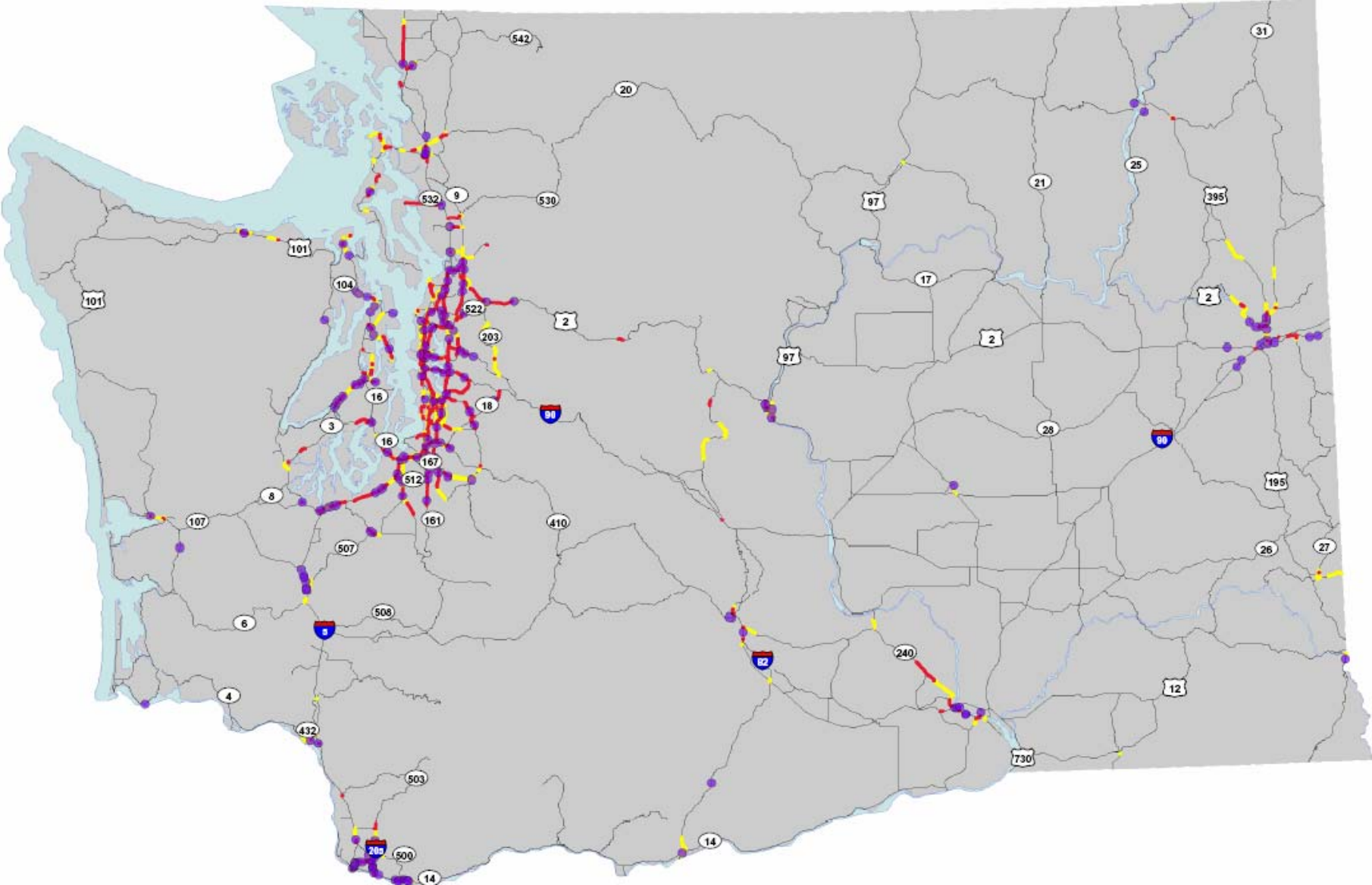
# State Highway Congestion in 2003



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

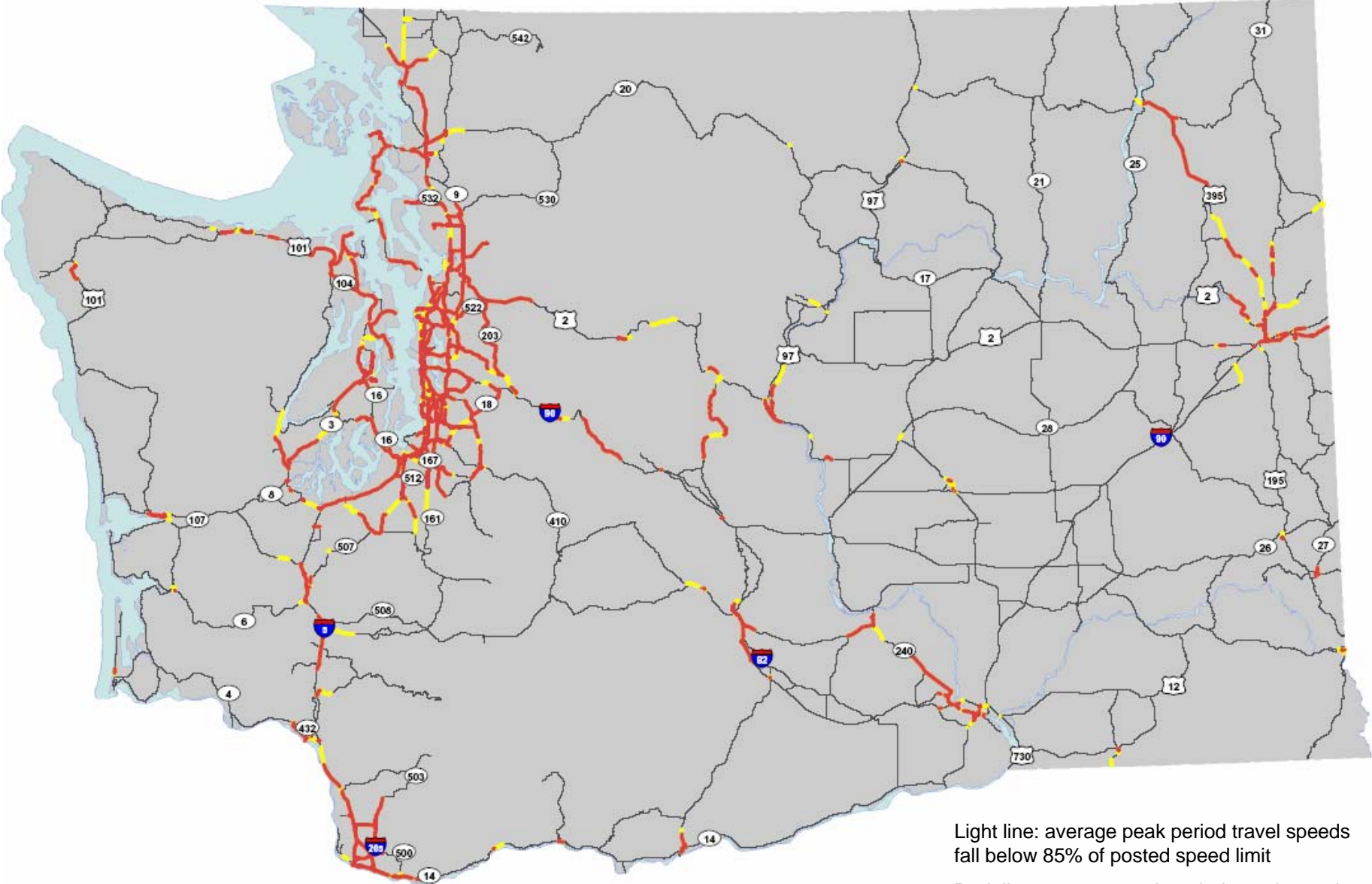
Dark line: average peak period travel speeds fall below 70% of posted speed limit

# 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

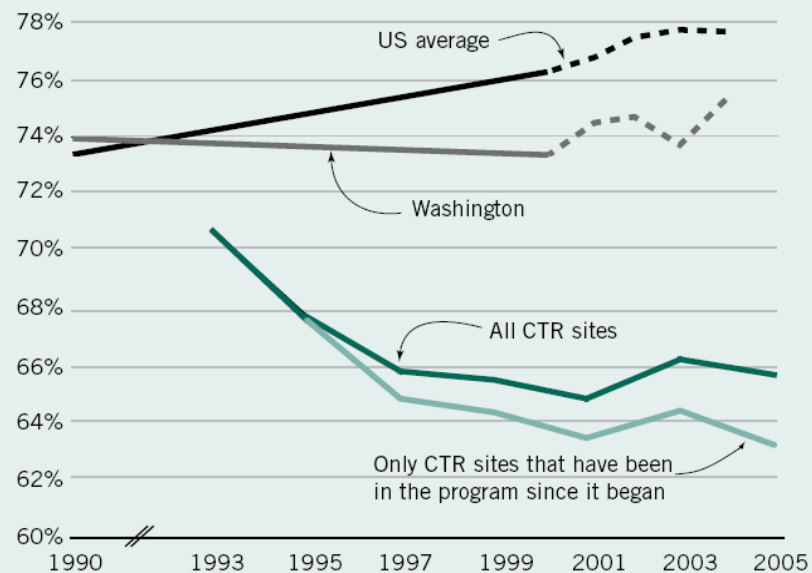
# How is the program performing?

Figure 1-1

## DRIVE ALONE COMPARISON

CTR Worksites, Washington state, and the United States, 1990 to 2005

*percentage of commute trips taken by driving alone*



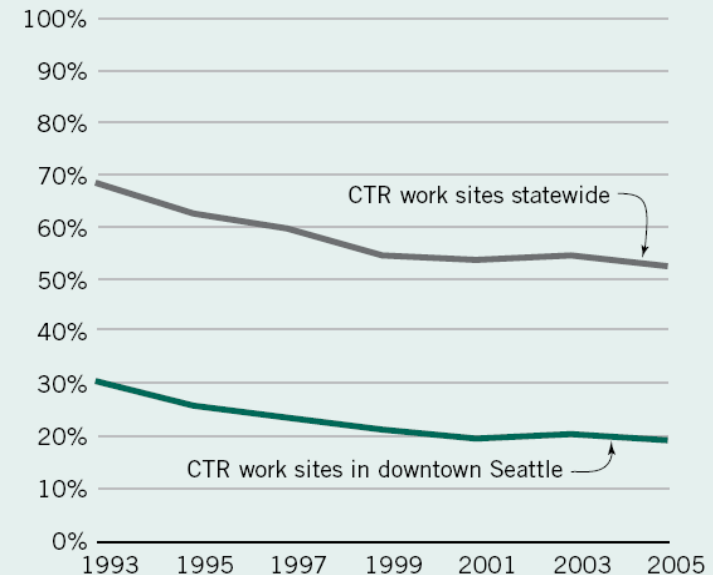
The percentage of commuters who drive alone to all CTR worksites declined more than seven percent from 1993 to 2005, and the drive-alone rate for the program remains below the state and national drive-alone rate. The drive-alone rate for those employers with complete data that began the program in 1993 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 1-2

## SHRINKING PERCENTAGE OF EMPLOYEES THAT ALWAYS DRIVE ALONE

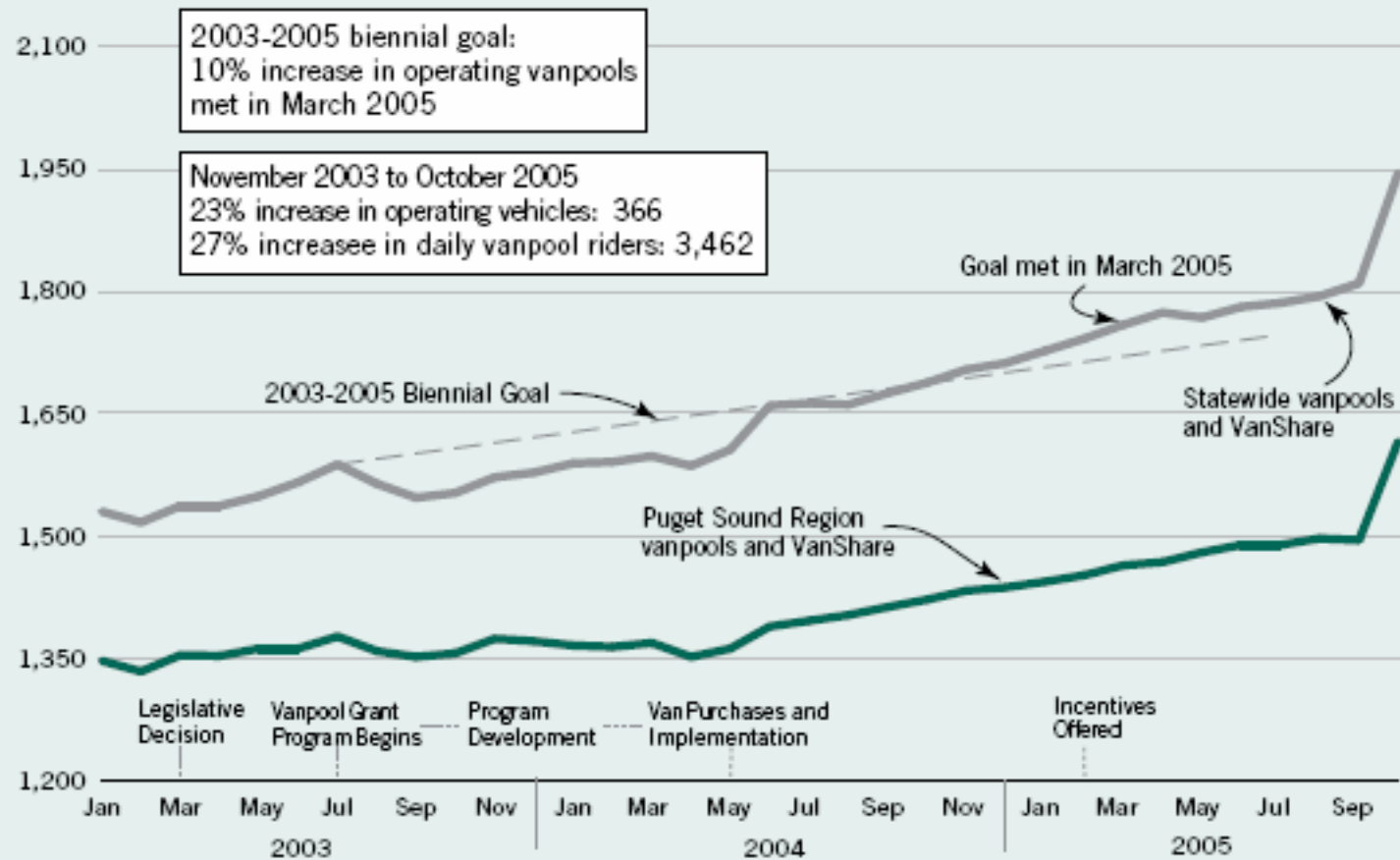
*percent of employees at CTR sites*



The percentage of employees that always drove alone to work at CTR worksites statewide declined 23 percent from 1993 to 2005. Worksites in downtown Seattle saw a decline of 35 percent over the same period.

Source: WSDOT CTR Survey Database.

Figure 4-1  
**PUBLIC VANPOOLS OPERATING IN WASHINGTON**  
 January 2003 to October 2005



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.

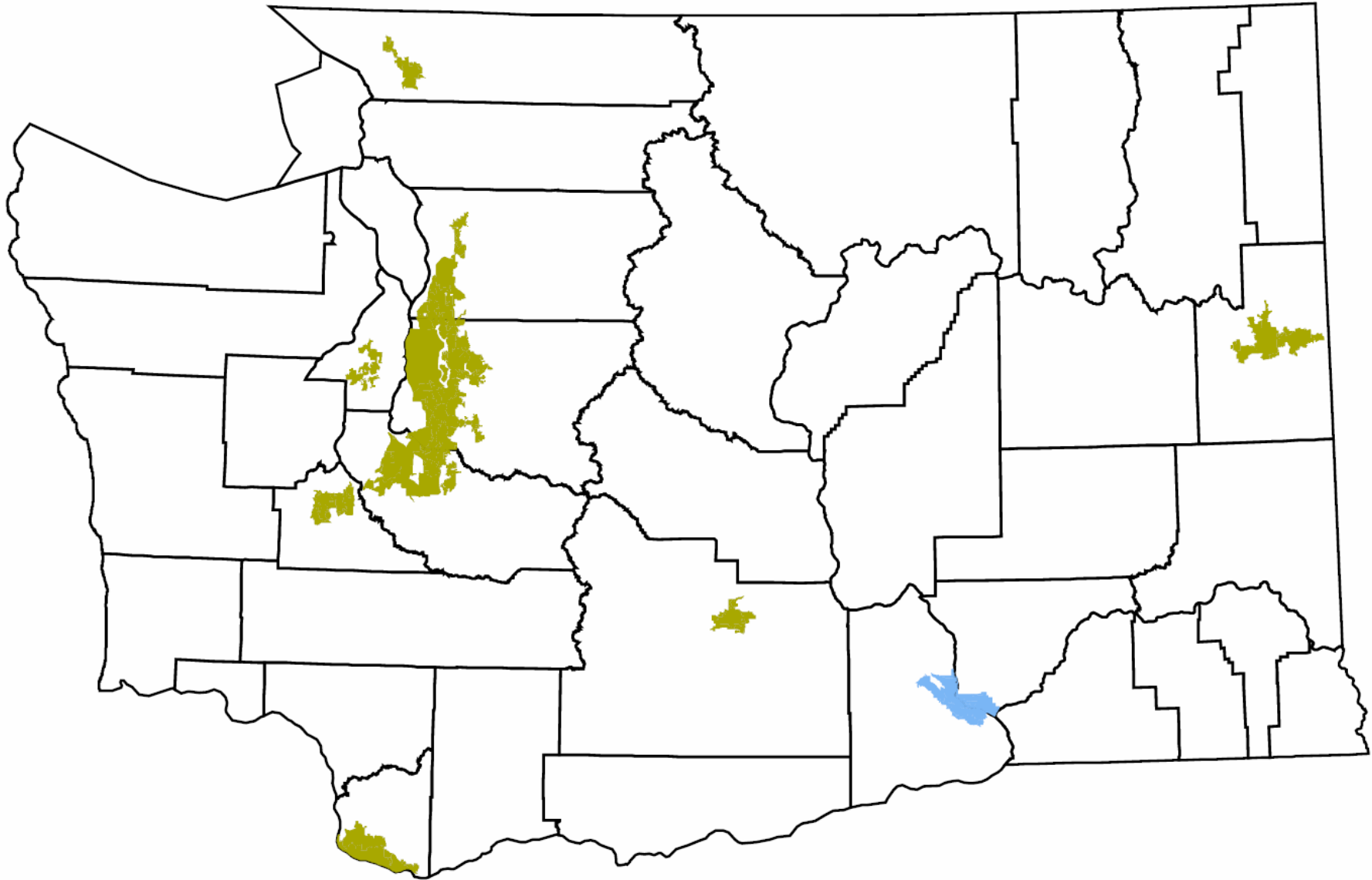
Source: WSDOT Vanpool Database.

## 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)

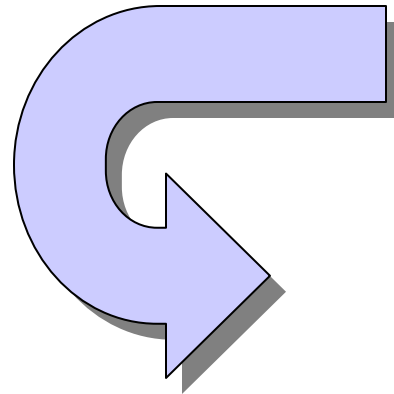
# Two-Tiered Approach:

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 RTPs 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					
Mode	2000 Mode Split(1)	2000 Employees	2020 Mode Split	2020 Employees	Net Change(2)	% Change
Drive Alone	44%	107,779	44%	135,458	27,679	26%
Rideshare	12%	29,394	12%	36,943	7,549	26%
Bike	4%	9,798	4%	12,314	2,516	26%
Walk	4%	9,798	4%	12,314	2,516	26%
Transit	36%	88,183	36%	110,829	22,647	26%
<b>TOTAL</b>	<b>100%</b>	<b>244,952</b>	<b>100%</b>	<b>307,859</b>	<b>35,228</b>	

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
  - Employment in 2000: 9,500
- Target for 2012: 17,400  
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:  
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CTR Efficiency Act implementation materials available at:  
[www.wsdot.wa.gov/TDM/taskforce/tfmaterials.cfm#program](http://www.wsdot.wa.gov/TDM/taskforce/tfmaterials.cfm#program)