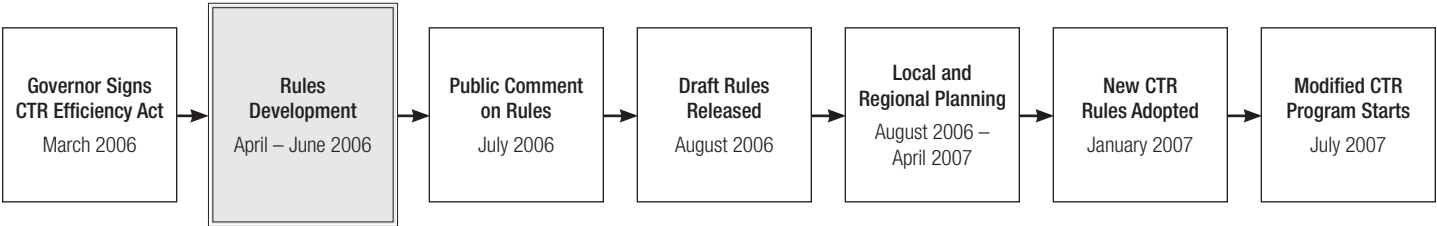


# Implementation Process

## Major Milestones for Implementing the Modified CTR Program



Implementing the CTR Efficiency Act will require updating the state guidelines into rules, creating regional plans, and updating local plans and policies. Everyone involved—affected local jurisdictions, regional transportation planning organizations (RTPOs), major employers, transit agencies, WSDOT, and the CTR board—will need to work collaboratively through July 2007 and beyond to implement the changes.

An implementation work group is developing the CTR program rules. The work group consists of CTR board members and staff from cities, counties, RTPOs, transit agencies, WSDOT, and others, as well as representatives from major employers.

### What’s in the Rules?

Building on the existing CTR guidelines, the new rules will specify the requirements in the CTR Efficiency Act for:

- Program goals and measurement
- Local CTR ordinances, plans, and administration
- Regional CTR plans
- State CTR plan and role of the CTR board
- Growth and Transportation Efficiency Centers (GTECs)
- Other details related to the CTR Efficiency Act

### Implementation Schedule

The timeline for implementing the new law includes:

- WSDOT, in collaboration with the implementation work group, develops the program rules from *April to June 2006*.
- Public comment on the draft rules in *July 2006*.
- WSDOT releases the final draft rules in *August 2006*.
- Supported by state planning funds and following the final draft program rules, local jurisdictions and RTPOs develop CTR plans in a collaborative process from *August 2006 to April 2007*. During this time, local jurisdictions may choose to designate Growth and Transportation Efficiency Centers (GTECs). The CTR board will approve local and regional plans by *June 2007*.
- CTR program rules are adopted into Washington Administrative Code (WAC) by *January 2007*.
- The modified program begins in *July 2007*. Local jurisdictions begin to implement plans, update ordinances, and educate employers on the program changes; employers begin to evaluate potential program changes.

### How Can You Be Involved?

It is vital that everyone be informed and active in the rules development process, so that WSDOT can build consensus around the changes. There are several ways to be involved:

- Visit the CTR Efficiency Act website often at [www.wsdot.wa.gov/tdm/taskforce/tfmaterials.cfm#program](http://www.wsdot.wa.gov/tdm/taskforce/tfmaterials.cfm#program)
- Sign up to receive e-mail announcements on the CTR program implementation and learn about opportunities to give your feedback on the draft rules.
- Attend one of many CTR briefings for local jurisdictions, planning organizations, employers, legislators, and others.
- Request a presentation for your group.



May 2006

# Commute Trip Reduction Program

## Implementing the CTR Efficiency Act

The Washington State Legislature passed the Commute Trip Reduction (CTR) law in 1991. The CTR program uses partnerships among employers, local jurisdictions, planning organizations, transit systems, and the state to encourage employees to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek. The major goals for the CTR program are to:

- Improve transportation system efficiency
- Conserve energy
- Improve air quality

In 2006, the Legislature unanimously adopted changes to the CTR law to make the program more effective, efficient, and targeted. The modified CTR program will officially start on July 1, 2007. To implement the CTR Efficiency Act, the Washington State Department of Transportation (WSDOT) is working with cities, counties, planning organizations, and transit systems to develop the rules and create new plans.

**For more information on the CTR Program, contact WSDOT's Public Transportation and Rail Division.**

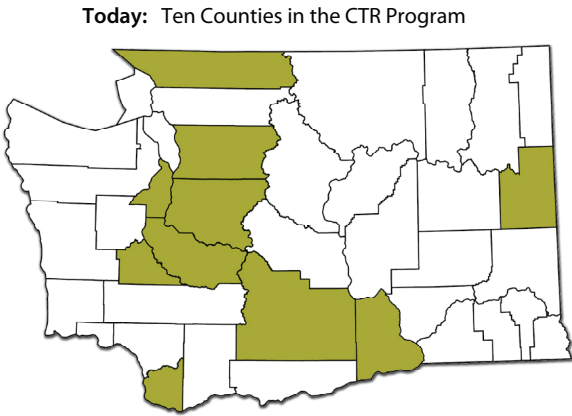
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[www.wsdot.wa.gov/tdm/taskforce/tfmaterials.cfm#program](http://www.wsdot.wa.gov/tdm/taskforce/tfmaterials.cfm#program)



# Current CTR Program

Washington State's CTR program works with major employers in the state's ten most populous counties to encourage employees to commute without driving alone. About 500,000 employees at nearly 1,100 worksites in the state have access to CTR programs.



## The CTR Program Is Working

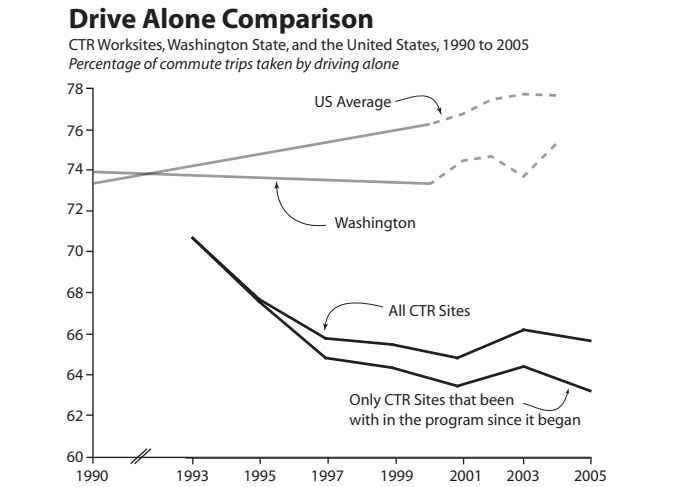
The drive-alone rate at worksites participating in CTR decreased from 70.8 percent in 1993 to 65.7 percent in 2005. This contributed to Washington's overall drive-alone commuting rate declining slightly from 1990 to 2000 (one of only two states where the percentage dropped). Statewide, employees commuting to CTR worksites made over 20,000 fewer vehicle trips each weekday morning in 2005 than they did when they entered the program.

## CTR Enhances Transportation Efficiency

Making the state's transportation system more efficient is the CTR program's most important goal. The 7 percent reduction in drive-alone trips at CTR sites from 1993 to 2005 creates substantial benefits, particularly at bottlenecks and chokepoints on key highways. CTR employees in the central Puget Sound made more than 14,200 fewer vehicle trips each weekday morning in 2005 than they did when their employers entered the program. The absence of these trips reduced travel delay by an estimated 11.6 percent on average during the peak morning commute in the region.

## CTR Conserves Energy and Improves Air Quality

CTR worksite commuters reduced petroleum use in Washington by about 5.8 million gallons of fuel in 2005, saving \$13.7 million through the choices they made. They also reduced emissions of three regulated air pollutants by nearly 3,800 tons and emissions of greenhouse gases by the equivalent of 74,200 tons of carbon dioxide.

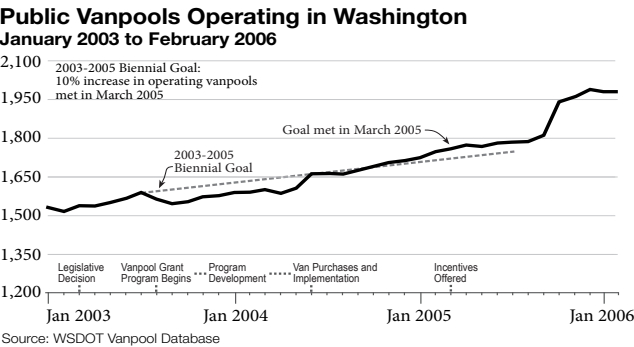


## Other Programs Support the Success of CTR

Several strategies contribute to the success of the CTR program. Washington has over 2,000 vanpool vans operating on our roads, the largest vanpool program in the nation. The legislature recognized that the vanpool program increases the CTR program's effectiveness and provided an additional \$3.9 million to purchase over 150 new vans in 2006. Some of the state programs that support CTR include:

- Trip Reduction Performance Program
- Rideshare Tax Credits
- Vanpool Grant Program
- Regional Mobility Grant Program
- Park and Ride Lots

For information about these programs, visit [www.wsdot.wa.gov/tdm](http://www.wsdot.wa.gov/tdm)



## CTR Task Force Recommended Program Changes

The Governor-appointed CTR Task Force represents the varying statewide perspectives of residents, businesses, state agencies, transit agencies, and local jurisdictions. The Task Force reported to the Legislature in December 2005 and recommended that CTR be continued, with modifications to make the program more effective, efficient, and targeted.

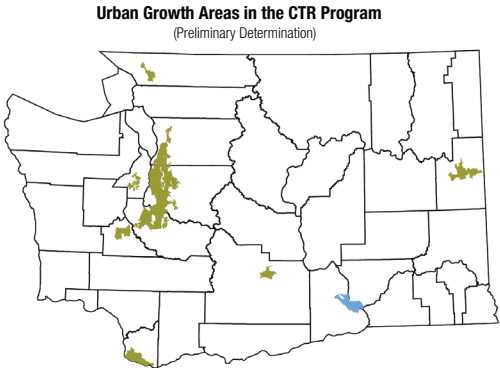
# Modified CTR Program

## Governor Signs CTR Efficiency Act

On March 29, Governor Chris Gregoire signed the Commute Trip Reduction (CTR) Efficiency Act, Engrossed Substitute Senate Bill 6566. At the signing, Governor Gregoire was surrounded by members of the CTR Task Force and program partners celebrating the culmination of two years of work to improve the CTR Program.

The most significant changes to the CTR law include:

- **Focusing the Program on Congested Highway Corridors**  
The new CTR law shifts the program from the ten most populous counties to those urban growth areas that contain the most congested state highways. This change focuses the program on the areas of the state that will deliver a high return on state and private investment. Other jurisdictions may participate and tribal governments are encouraged to establish CTR programs.



- **Increasing Planning Coordination Among Local, Regional, and State Levels**  
The new CTR law establishes a state CTR planning framework that will better integrate CTR with local, regional, and state transportation and land use planning and investment.

## How the CTR Program is Changing

	Current CTR Program	Modified CTR Program (effective July 1, 2007)
Where	County-wide in ten counties	Urban growth areas
Participation	Population over 150,000	Congested highway corridors
Who Participates	Major employers (over 100 employees) in ten counties required to participate	Major employers (over 100 employees) in urban growth areas required to participate; in voluntary centers, more employees and residents may participate
Who Oversees Program	28-member CTR Task Force establishes policy and provides guidance	16-member CTR Board establishes policy, provides guidance, and allocates funding
Performance Goals	All employers have same goal targets	Employer goals may vary based on local and regional goals beyond the state minimum target
Performance Review	Worksite programs reviewed each year	Worksite programs may be reviewed every two years
Planning Requirements	No planning required	Coordination with transportation and growth planning required



Based on an evaluation of local, regional, and state needs, local jurisdictions may create customized programs with goals and strategies that best fit the complexities of that particular area. In addition, more state agencies must participate in the modified program.

- **Providing Flexibility to Local Jurisdictions to Develop Customized Trip Reduction Programs in Key Employment and Residential Centers**  
The new CTR law gives local jurisdictions the option to establish Growth and Transportation Efficiency Centers (GTECs) where they may implement customized trip reduction programs and transportation-efficient land use policies that go beyond the requirements of the base CTR program.
- **Streamlining the CTR Task Force Into a Smaller, More Policy-Oriented CTR Board**  
The new CTR law reduces the size of the Task Force to 16 members and establishes it as a permanent board to review and approve local and regional plans, develop the program funding allocations and the state plan, and provide general policy guidance for the program.