

Commuter Trip Reduction Efficiency Act

Name

Affiliation

Location

Date

Commute Trip Reduction Background

- The legislature passed the original CTR law in 1991
- Purpose of the program is to reduce traffic delay, air pollution and energy consumption through employer-based programs that decrease the number of commute trips made by people driving alone
- Today, almost 500,000 commuters at more than 1,100 worksites participate in the program
- The 2006 legislature changed the CTR law by passing the CTR Efficiency Act

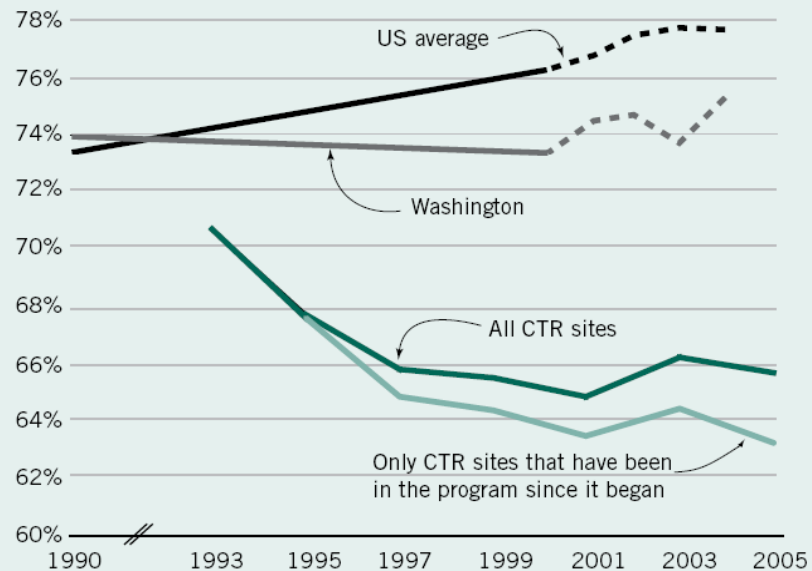
CTR is Working!

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



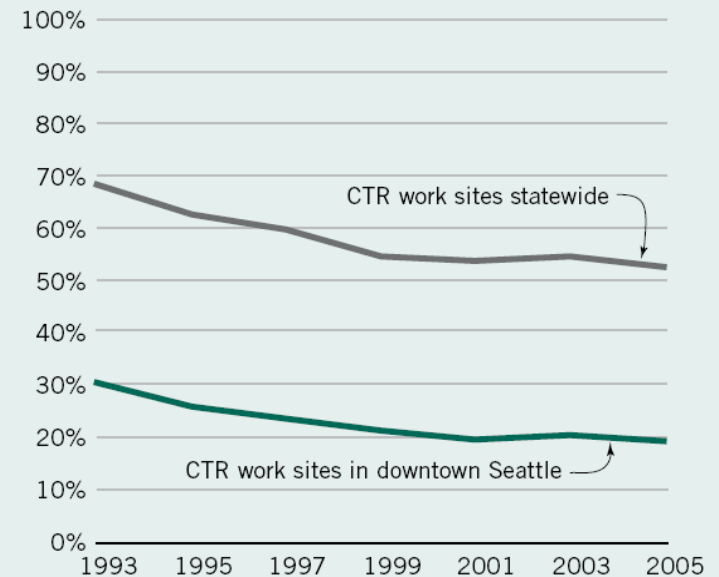
The percentage of commuters who drive alone to all CTR worksites declined more than seven percent from 1993 to 2005, and the drive-alone rate for the program remains below the state and national drive-alone rate. The drive-alone rate for those employers with complete data that began the program in 1993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

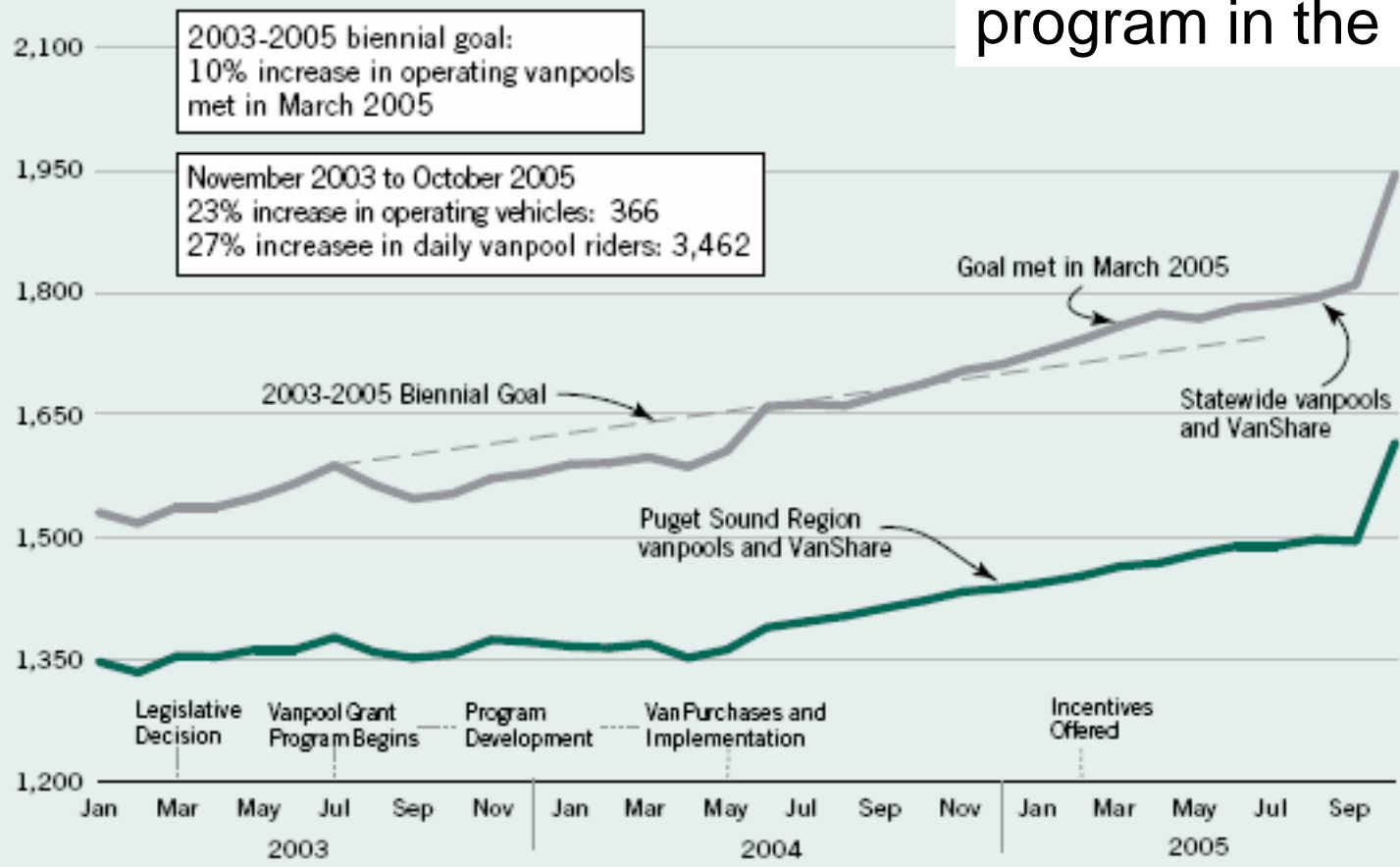


The percentage of employees that always drove alone to work at CTR worksites statewide declined 23 percent from 1993 to 2005. Worksites in downtown Seattle saw a decline of 35 percent over the same period.

Source: WSDOT CTR Survey Database.

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

Washington has the largest public vanpool program in the nation



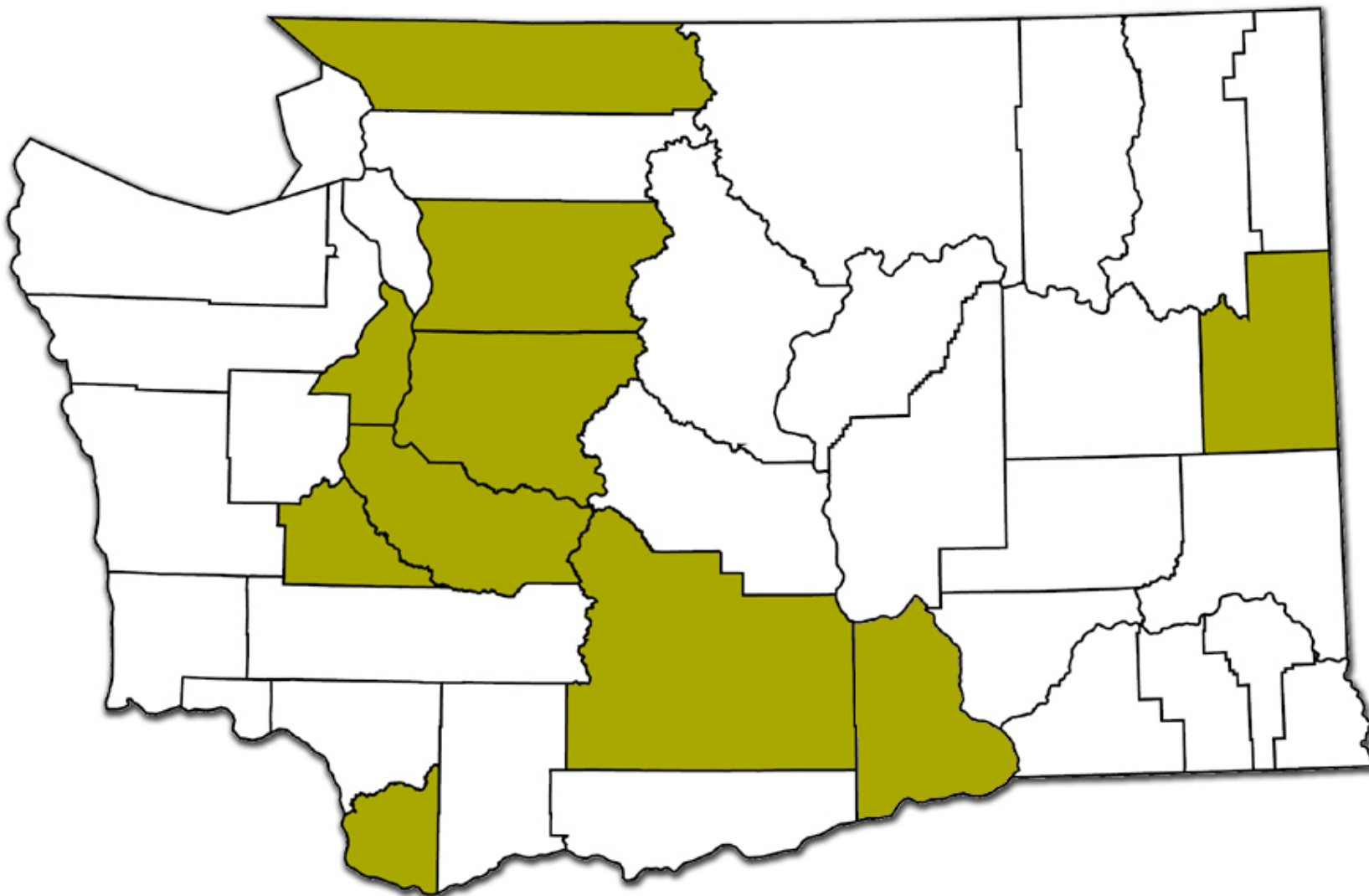
The Vanpool Investment Program met its vanpool growth goal for the 2003-2005 biennium in March 2005. Between November 2003 and October 2005 the number of vanpools on the road increased by 23 percent and the number of riders increased by 27 percent.

Source: WSDOT Vanpool Database.

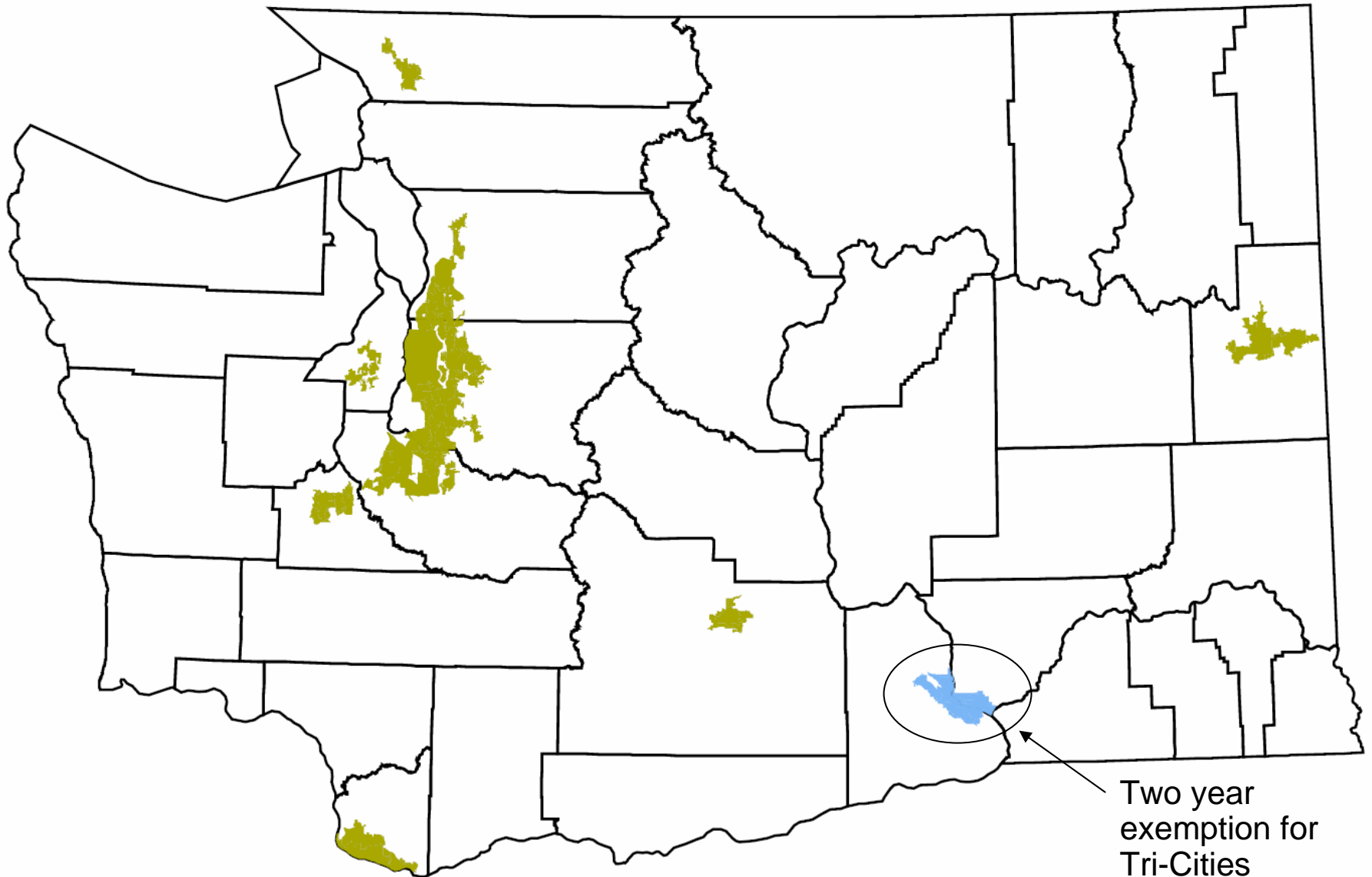
Changes made to the CTR law in 2006

- 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

Today: Ten Counties in the CTR program



Urban Growth Areas in the CTR program



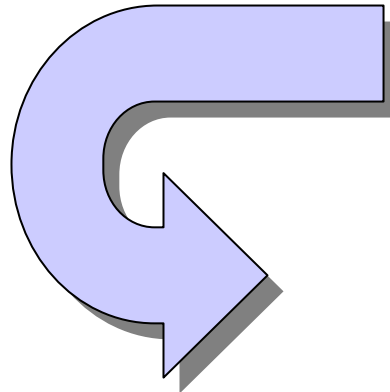
Two-Tiered Approach:

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*

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)

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
- Submit proposals to opt in

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

Implementation timeline

1. WSDOT, in collaboration with the CTR board and others, develops program rules (WAC)
*Draft rules approved by CTR board in October 2006;
WSDOT putting draft rules into WAC (public review in
December/January)*
2. WSDOT gives planning funds (up to \$750,000 in FY 2007) to local jurisdictions and regional transportation planning organizations (RTPOs) for CTR planning
Begins November 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)

November 2006 to September 2007

6. CTR board approves local and regional plans

October 2007 to January 2008

7. Local jurisdictions implement plans, update ordinances, and educate employers on the program changes; employers begin to evaluate potential program changes

January 2008 and beyond

8. CTR board develops state CTR plan based on regional plans

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