

# **CTR Law Update 2021**

Evaluation of Expanded Statewide Approaches

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# Commute Trip Reduction (CTR) Law

2021 Update: Improve Mobility to Advance State Equity and Climate Goals

CTR  
Board  
+  
WSDOT

## RECOMMENDED PROGRAM EXPANSION EMPHASIS AREAS

Add support for essential workers and for people with special transportation needs



Improve mobility in more locations

Address a larger share of urban congestion

## STATEWIDE DEMAND FOR EXPANDED PROGRAM



Workers at small- and mid-sized businesses want more travel options.



Shift workers and essential workers traveling outside the 6-9 a.m. weekday are looking for new ways to travel.



Additional urban growth areas, suburban, and rural communities want to be in the program.



People are looking for more travel options to healthcare, groceries, medications, education, worship, and visits with family and friends.

# Statewide Approaches Evaluation

TDM Technical Committee 2/2/22

<p><b>STATEWIDE APPROACHES TO EXPAND CTR</b></p> <p>Rating scale: 1 = Not at all, 2 = Slightly, 3 = Moderately, 4 =Significantly, 5 = Extremely</p>	<p><b>K-12</b> To what extent would this state approach enable these projects?</p>	<p><b>Big Events</b> To what extent would this state approach enable these projects?</p>	<p><b>Intensify Existing CTR</b> To what extent would this state approach enable these projects?</p>	<p><b>Add Jurisdictions to CTR</b> To what extent would this state approach enable these projects?</p>	<p><b>Non-peak Commutes</b> To what extent would this state approach enable these projects?</p>	<p><b>Small Business CTR</b> To what extent would this state approach enable these projects?</p>	<p><b>Residential TDM</b> To what extent would this state approach enable these projects?</p>	<p><b>Rural TDM</b> To what extent would this state approach enable these projects?</p>	<p><b>Bikeshare/Scoter-share</b> To what extent would this state approach enable these projects?</p>	<p><b>Transit Affordability</b> To what extent would this state approach enable these projects?</p>	<p><b>TDM Coalitions</b> To what extent would this state approach enable these projects?</p>	<p><b>Mobility Coalitions</b> To what extent would this state approach enable these projects?</p>
<p><b>Existing Statewide CTR Program with More Funding</b> (commutes; 6-9 am workdays; large worksites; existing cities and counties; mandate for participation; formula funding).</p>												
<p><b>Geographic Coalitions</b> (GTECs, mobility coalitions, etc.) (commutes, errands, recreation; any day or time; focus in a geographic area e.g. neighborhood, corridor, city center; anywhere; voluntary participation; formula, competitive, or a mix of funding?)</p>												
<p><b>Grant Program for Local TDM Projects</b> (commutes, errands, recreation; any day or time; focus on a geographic area, community, demographic group, origin/destination, or other?; anywhere; voluntary participation; likely competitive)</p>												
<p><b>Grant Program for Local TDM Projects for Disadvantaged Communities</b> (commutes, errands, recreation; any day or time; focus on a geographic area, community, demographic group, origin/destination, or other?; anywhere; voluntary participation; likely competitive)</p>												
<p><b>K-12:</b> Encourage non-drive-alone travel to K-12 schools, which are not affected under the CTR Law. Customized engagement and incentives for faculty/staff, students and/or parents. Likely implemented by local jurisdictions in partnership with local community groups (e.g. transportation management association, active transportation non-profit, PTA, environmental non-profit, etc.), school districts, schools, and their faculty, staff and students.</p> <p><b>Big Events:</b> Encourage ridesharing to large group events like professional and college football games, skiing on winter weekends, university graduation, festivals, and concerts. Likely implemented by local jurisdictions, event venues, event planners/owners.</p> <p><b>Intensify Existing CTR:</b> Enable more robust implementation of the current CTR program focused on large worksites in affected areas. Implemented by local jurisdictions, employers, and employee transportation coordinators who currently participate in the program.</p>												

# TDM Technical Committee Small Group Exercise Results

1. **Geographic Coalitions (GTECs, mobility coalitions, etc.)** - This approach was rated as significantly or extremely enabling of all twelve of the local program ideas.
2. **Grant Program for Local TDM Projects *and* Grant Program for Local TDM Projects for Disadvantaged Communities** – These two approaches were both rated as significantly or extremely enabling of nine of the twelve local program ideas.
3. **Existing Statewide CTR Program with More Funding** – This approach was rated as not at all or slightly enabling of seven or the twelve local program ideas.

Will continue to evaluate all approaches **except** the Existing Statewide Program with more Funding approach

## Next Steps

- Develop and implement comprehensive 2022 engagement plan, including potential new implementers
- Existing opportunities to engage include:
  - TDM Executive Board meetings, February 22
  - TDM Technical Committee meetings, March 21
  - Implementers Roundtable, March 1

# Questions