



Puget Sound Regional Council

Welcome to PSRC's  
regional TDM meeting  
addressing ***TDM and CTR  
Planning in the PSRC  
Region.***

Thank you for joining us  
today.

We will begin shortly after  
10:00 A.M.

# Meeting Procedures

- We will conduct a brief poll for introductions.
- The first portion of the meeting will be PSRC sharing information on TDM in the Regional Transportation Plan as well as our planned approach for local and regional 2025–2029 Commute Trip Reduction plans.
  - Video is okay, but please mute audio
  - Submit any questions using the Q&A feature – to be answered after presentations
- The second portion of the meeting will be more interactive.
  - Video and audio (when speaking) is welcome
  - Opportunity for open roundtable discussion





# ***TDM and CTR Planning in the Central Puget Sound Region***

Regional TDM Meeting – April 30, 2024



Puget Sound Regional Council



*We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.*

[psrc.org/equity](https://psrc.org/equity)



# *PSRC's TDM Planning Work and the Regional CTR Plan*





# What does PSRC do?

## Our Region

- 4 counties
- 82 cities and towns
- Urban and rural

## Our Members

- Cities, counties, ports and transit
- State agencies and tribal governments



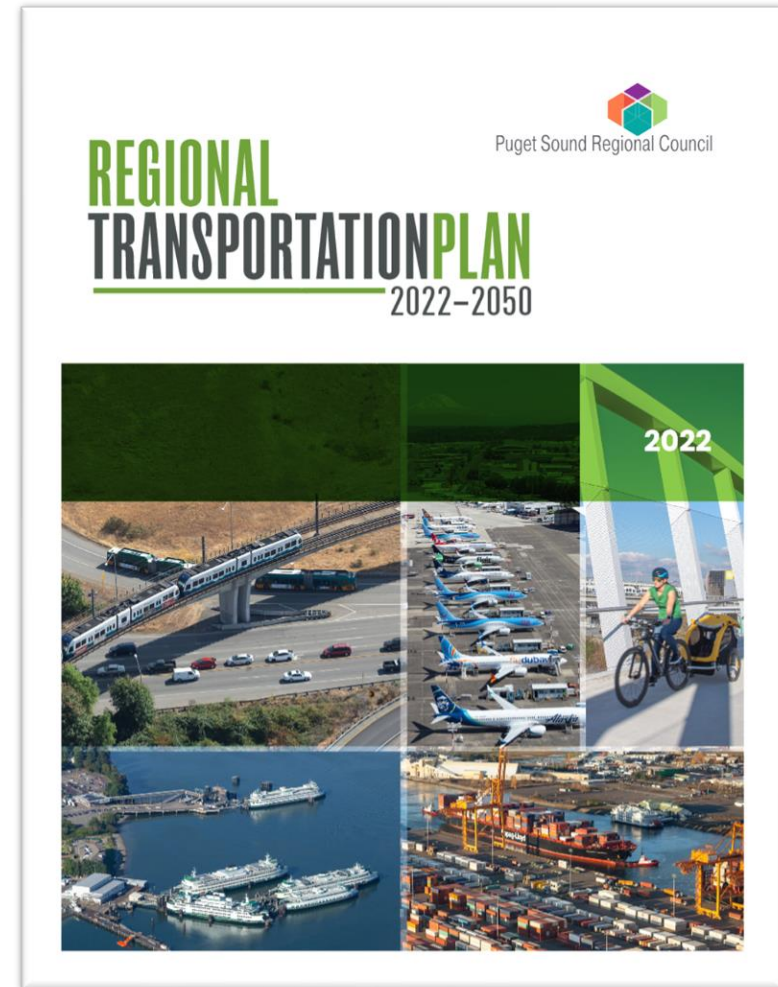
# *Planning at PSRC*

- VISION 2050 is our broad vision for the region.
- Functional implementation plans carry out that vision.
- TDM is addressed through transportation planning but intersects with other planning areas.



# ***Regional Transportation Plan (RTP)***

- Minimum 20-year planning horizon
- Updated every 4 years
- Integrated multimodal transportation system
- Reasonable financial strategy to fund investments
- Latest available estimates for growth, travel, and economic activity
- Performance measures and targets
- Address federal planning factors



# RTP – Implements VISION 2050

## VISION 2050 Implementation





# Informed by Public Engagement



Online Engagement Platform



Virtual Outreach Meetings



Personal Interviews



Social Media



Survey

**Puget Sound Regional Council**  
on Thursday



We want to hear from you! Take a survey to help plan the future of transportation in Puget Sound: <https://engage.psrc.org/regional-transportation-plan>



**HOW WILL YOU GET AROUND?**



ENGAGE.PSRC.ORG  
**Regional Transportation Plan**  
PSRC is developing the next Regional Transportation Plan, which will des...



- Builds from VISION 2050
- Objectives:
  - Make progress on existing challenges, address current and future needs of the transportation system
    - Provide better data and analysis to support local investment planning (2024 comprehensive plans)
  - Plan for long-term system investments to accommodate future growth
    - Improve existing system, big picture thinking on future investments (aviation, rail, ferries)





# Focus Areas

- Board adopted six key policy focus areas for current RTP:
  - Access to transit
  - Safety
  - Equity
  - Climate
  - Local agency needs
  - Forward thinking/future investments



# Investments in a Multimodal System

The plan anticipates \$300 billion of investment over the next 28 years.

- ★ 56% of the plan's total investments are dedicated to maintain, preserve and operate the transportation system.
- ★ The plan also invests in strategic system improvements across modes – of which 70% is devoted to investments in local and regional transit, resulting in:
  - ★ *36 bus rapid transit routes*
  - ★ *10 passenger-only ferry routes*
  - ★ *116 miles of light rail and 80+ stations*
  - ★ *A 66% increase in annual transit service hours*





# *Paying for the Plan*

- Current Law revenues cover 86% of the plan's total costs; includes sources such as:
  - Fuel tax, sales tax, property tax, general fund revenues, grants, license and registration fees, etc.
- The remaining 14% of plan costs must be covered by New Revenue sources
  - Plan includes a menu of options, including:
    - User fees
    - New local sources
    - New transit / ferry sources
    - Other new state fees



# 2022-2050 REGIONAL TRANSPORTATION PLAN

- ITS Signal Information (Expand to Select)**

**Public Transportation**

**Freight Assets**

**Congestion Roadways**

**Bridges**

**Fish Passage Barriers**

**Pedestrian Facilities on Arterials**

☒ **Bike Facilities on Arterials**

**Regional Shared Use Paths (Separate ROWs)**

**Transit Agency Service Areas**

**Transportation Demand Management**

**Level of Service Standard**

**Roadways**

**Bike Facilities on Arterials**

Complete Facilities

Partial Facilities

No Facilities

**Jurisdictions / Land Use (Expand to Select)**

**Cities**

**Counties**

**Demographic/Contextual Layers (Expand to Select)**

**Older Adults 65+**

% Older Adults 65+ By Census Tract (Regional Threshold: 13.4%)

Above 50%

Above Regional Threshold

Below Regional Threshold



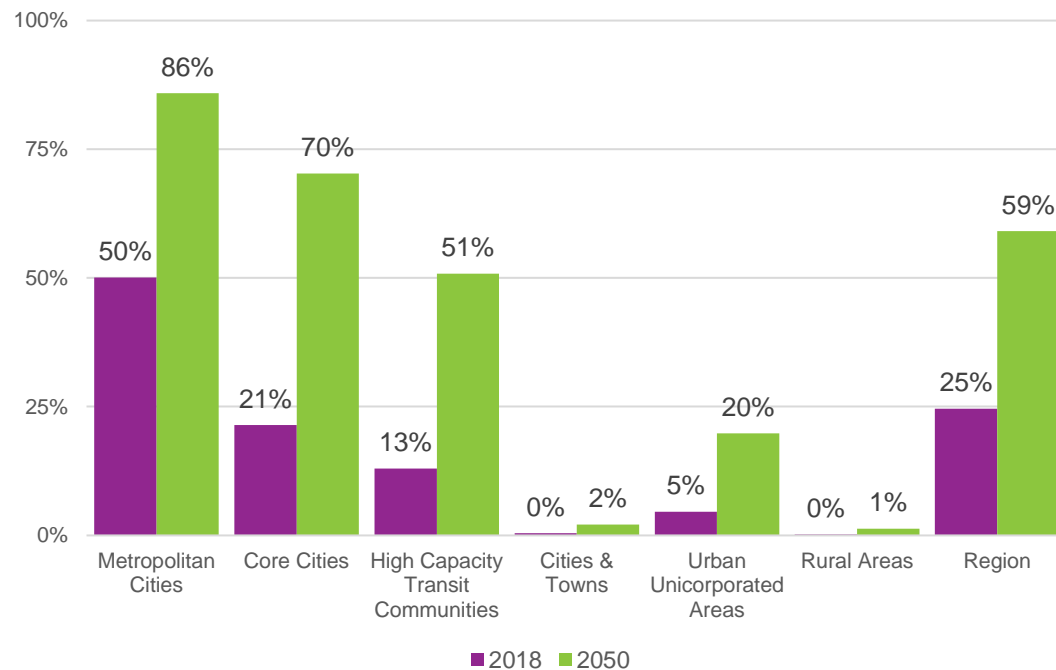


# Performing for People, Environment and Mobility

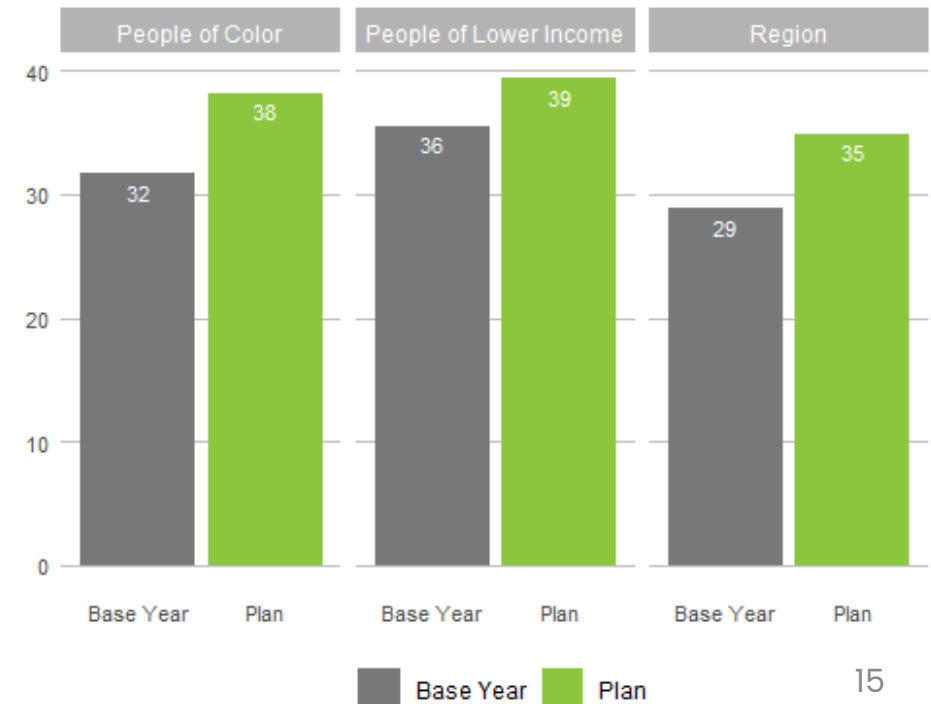
2022–2050  
**REGIONAL TRANSPORTATION PLAN**

## Key Outcomes

By 2050, **59% of households will live within a 1/2 mile** of high-capacity transit service



By 2050, the average person will **walk or bike 21% more** than today



# *What's Ahead for TDM in the Plan*

In addition to sharing regional TDM inventory and other relevant findings related to TDM, the RTP includes the following priorities for looking ahead on TDM:

- **Improving TDM integration in planning**
- **Measuring program effectiveness and efficiency**
- **Evaluating and addressing Equity in TDM**
- **Modernizing the CTR Law**

Pages 93–98 of the RTP (2022–2050) highlight TDM planning and programs.



# *Development of the next RTP (2026–2050)*





# Development of the next RTP (2026–2050)



\*Based on engagement with boards thus far



# ***Development of the next RTP (2026–2050)***

- ***Safety, Climate, Equity, Preservation and Maintenance*** continue to be priorities
- **New work / innovations** will include:
  - Regional Safety Plan
  - Climate action planning
  - Access to transit
  - Financial strategy / feasible revenues vs. expenditures
  - Post-COVID travel behavior
  - Address varying needs around the region



# TDM Inventory – Responses Still Needed

## PIERCE

Pierce County (CTR)  
Bonney Lake  
Buckley  
Carbonado  
*Downtown on the Go*  
DuPont (CTR)  
Eatonville  
Edgewood  
Fife (CTR)  
Fircrest  
Gig Harbor (CTR)  
Lakewood (CTR)  
Milton  
Orting  
*Pierce Transit*  
Puyallup (CTR)  
Roy  
Ruston  
South Prairie  
Steilacoom  
Sumner (CTR)  
Tacoma (CTR)  
University Place (CTR)  
Wilkeson

## KING

King County (CTR)/*King County Metro*  
Algona  
Auburn (CTR)  
Beaux Arts Village  
Bellevue (CTR)  
Black Diamond  
Bothell (CTR)  
Burien (CTR)  
Carnation  
Clyde Hill  
*Commute Seattle*  
Covington  
Des Moines (CTR)  
Duvall  
Enumclaw  
Federal Way (CTR)  
Hunts Point  
Issaquah (CTR)  
Kenmore  
Kent (CTR)  
Kirkland (CTR)  
Lake Forest Park  
Maple Valley  
Medina  
Mercer Island  
*Move Redmond*  
Newcastle  
Normandy Park  
North Bend  
Pacific  
Redmond (CTR)  
Renton (CTR)  
Sammamish  
SeaTac (CTR)  
Seattle (CTR)  
Shoreline (CTR)  
Skykomish  
Snoqualmie  
*TransManage*  
Tukwila (CTR)  
Woodinville (CTR)  
Yarrow Point

## SNOHOMISH

Snohomish County (CTR)  
Arlington (CTR)  
Brier  
*Community Transit*  
Darrington  
Edmonds (CTR)  
Everett (CTR)/*Everett Transit*  
Granite Falls  
Gold Bar  
Index  
Lake Stevens  
Lynnwood (CTR)  
Marysville (CTR)  
Mill Creek  
Monroe (CTR)  
Mountlake Terrace (CTR)  
Mukilteo (CTR)  
Snohomish  
Stanwood  
Sultan  
Woodway

## KITSAP

Kitsap County (CTR)/*Kitsap Transit*  
Bainbridge Island (CTR)  
Bremerton (CTR)  
Port Orchard (CTR)  
Poulsbo (CTR)

## OTHER

*Sound Transit*  
*Hopelink*  
*University of Washington*  
*Port of Seattle*  
*Port of Tacoma/NW Seaport Alliance*

White Text & Underlined = Response Still Needed  
Grayed Out = Response Recorded  
Italicized = Organization  
(CTR) = CTR-Affected Jurisdiction





# *PSRC Review of Local CTR Plans and Integration into Regional Plan*



# Overview – CTR Plans

## **Guidance for 2025-2029 City, County, Regional Commute Trip Reduction Plans**

TRANSPORTATION DEMAND MANAGEMENT TECHNICAL  
COMMITTEE  
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

- PSRC reviewed WSDOT Guidance for 2025–2029 CTR Plans
- Developed approach for reviewing local plans and developing regional plan
- Collaborating with WSDOT



# ***Purpose of Regional Review***



- CTR plans must be compatible with other transportation and land use plans at the city, county, region, and state levels.
- The RTPO will review the plan to determine consistency with the regional CTR plan.





# Review Process

## Appendix A: List of commute trip reduction-affected counties and cities

- Clark County
  - Unincorporated
  - Camas
  - Vancouver
  - Washougal
- King County
  - Unincorporated
  - Bothell – See Snohomish County
  - Auburn
  - Bellevue
  - Burien
  - Des Moines
  - Federal Way
  - Issaquah
  - Kent
  - Kirkland
  - Redmond
  - Renton
  - SeaTac
  - Seattle
  - Shoreline
  - Tukwila
  - Woodinville
- Kitsap County
  - Unincorporated
  - Bainbridge Island
  - Bremerton
  - Port Orchard
  - Poulsbo
- Pierce County
  - Unincorporated
  - DuPont
  - Fife
  - Gig Harbor
  - Lakewood
  - Puyallup
  - Sumner
  - Tacoma
  - University Place
- Snohomish County
  - Unincorporated
  - Arlington
  - Bothell
  - Edmonds
  - Everett
  - Lynnwood
  - Marysville
  - Monroe
  - Mountlake Terrace
  - Mukilteo
- Spokane County
  - Unincorporated
  - Airway Heights
  - Cheney
  - Liberty Lake
  - Medical Lake
  - Spokane
  - Spokane Valley
- Thurston County
  - Unincorporated
  - Lacey
  - Olympia
  - Tumwater
- Whatcom County
  - Bellingham
- Yakima County
  - Unincorporated
  - Moxee
  - Selah
  - Toppenish
  - Union Gap
  - Yakima

- Conduct a staff-level review of the draft plans on a rolling basis.
- Communicate to each submitting jurisdiction confirmation we have reviewed their plan and offer feedback, as appropriate.
- After PSRC completes the review, local jurisdictions will be responsible for submitting to TDM Technical Committee.



# Review Timeline

- ★ **Submit local plans to PSRC no later than September 20, 2024.**
- ★ For plans submitted by the deadline, PSRC will commit to providing comments and confirmation of regional review by **November 1, 2024.**
- ★ Local jurisdictions submit plans to TDM Technical Committee by **December 1, 2024.**

Su	M	T	W	Th	F	Sa
					9/20★	
	9/23	9/24	9/25	9/26	9/27	
	9/30	10/1	10/2	10/3	10/4	
	10/7	10/8	10/9	10/10	10/11	
	10/14	10/15	10/16	10/17	10/18	
	10/21	10/22	10/23	10/24	10/25	
	10/28	10/29	10/30	10/31	11/1★	
	11/4	11/5	11/6	11/7	11/8	
	11/11	11/12	11/13	11/14	11/15	
	11/18	11/19	11/20	11/21	11/22	
	11/25	11/26	11/27	11/28	11/29	
12/1★						



# Resources for Plan Consistency

## Commute Trip Reduction Plans – Local CTR Plans

Jurisdictions affected by the Commute Trip Reduction (CTR) Law are required to develop a local commute trip reduction plan and update it at least once every four years.

These plans are designed to ensure that CTR program goals and targets help jurisdictions achieve their broader transportation and land use goals, and that the jurisdiction in turn develops services, regulations, policies, and programs that support the trip reduction investments of major employers.

In October 2023 the Washington State Department of Transportation (WSDOT) published [guidance](#) for the next cycle of four-year plans, covering July 1, 2025 to June 30, 2029.

PSRC has compiled the following resources for jurisdictions in King, Kitsap, Pierce, and Snohomish counties developing 2025–2029 CTR plans

Open all +

Regional Plans

+

Transit Plans

+

Local Plans

+

State Plans

+

Data & Tools

+

Engagement

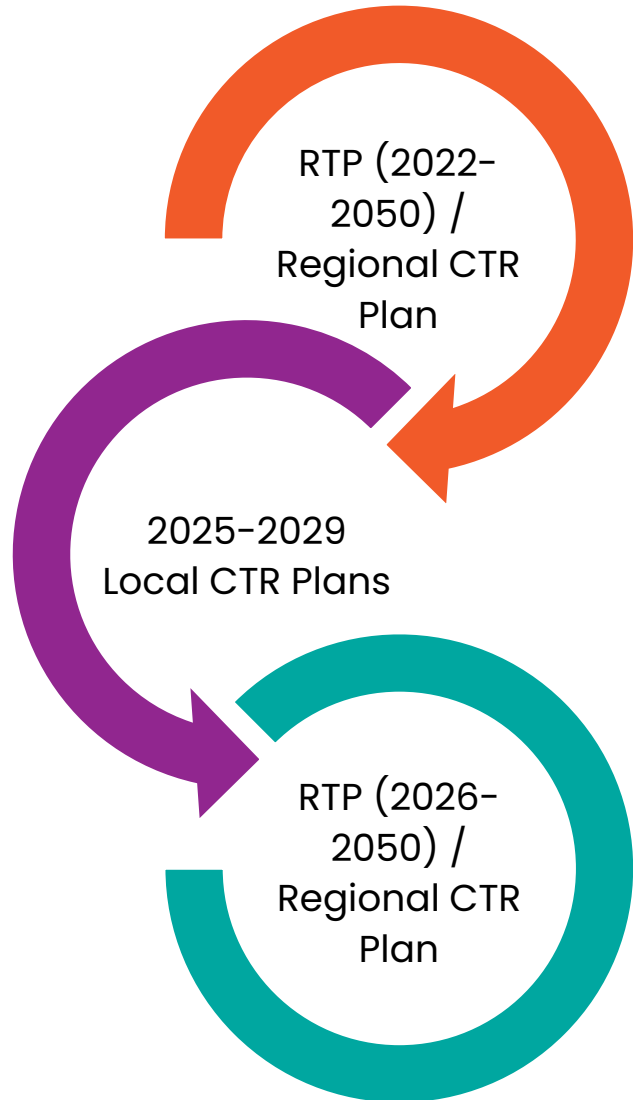
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- CTR plans must be compatible with other transportation and land use plans at the city, county, region, and state levels.
- PSRC has compiled resources to help inform local plan development:  
<https://www.psrc.org/our-work/transportation-demand-management-tdm>





# Integrating Local Plans into Regional Plan



- Current RTP (2022-2050) provides regional priorities to guide local CTR plan consistency.
- PSRC will review local CTR plans for consistency with the existing regional plan and to inform the next plan.



# ***Thank You!***

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