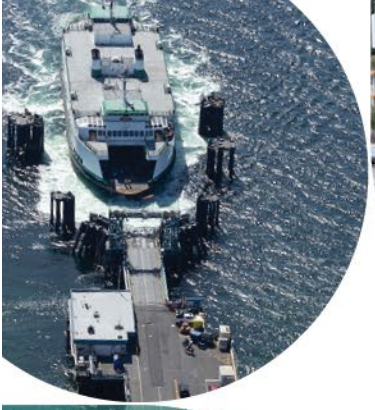

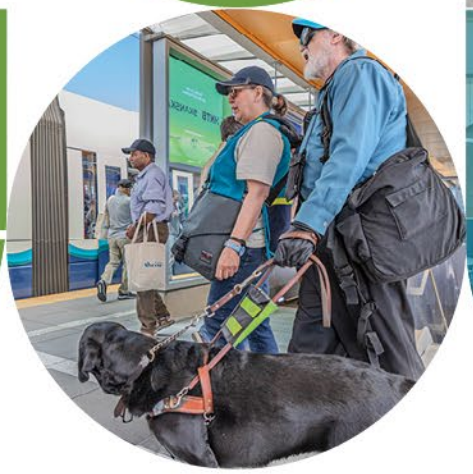

# REGIONAL TRANSPORTATION PLAN

2026–2050

## REGIONAL COMMUTE TRIP REDUCTIONPLAN

**May 2026**

Puget Sound Regional Council

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# Introduction

This Regional Commute Trip Reduction (CTR) plan was developed to meet the state requirement[1] that affected Regional Transportation Planning Organizations (RTPOs) adopt a regional CTR plan consistent with the rules established by the Washington State Department of Transportation (WSDOT).

WSDOT issued guidance for the development of 2025-2029 Commute Trip Reduction Plans in October 2023. The organization and content of this plan are consistent with the template provided by WSDOT.

PSRC is not a direct implementer of CTR programs. Cities, counties, transit agencies, and Transportation Management Associations (TMAs) receive CTR funding from WSDOT to implement the CTR Law. This regional plan summarizes the strategies and targets provided by these implementers in their local CTR plans. The local and regional drive-alone rate baselines and targets only apply to CTR-affected worksites with large numbers of employees commuting during peak hours.

Compliance with the CTR Law is only one component of Transportation Demand Management (TDM) activity in the region. See the Current Transportation System Report and Future Transportation System Report of the draft Regional Transportation Plan to learn more about broader TDM efforts.

# Performance Targets

## 1. List your region's CTR performance target(s).

To ensure consistency with the local plans of the 40 CTR-affected jurisdictions in the central Puget Sound region, PSRC is using a weighted Drive-Alone Rate (DAR) as the performance measure for the region. DAR measures the percentage of commute trips taken to CTR-affected worksites that were Single-Occupancy Vehicle (SOV) trips. The target is a ceiling—achieving a lower percentage of DAR would be exceeding the goal, as it means there were fewer SOV trips.

The regional target DAR for CTR-affected worksites in 2029 is 45 percent. This regional DAR target is a weighted roll-up of local CTR targets and applies only to identified CTR-affected employers in the region. The methodology for developing a regional base value and target is described in Section 3. The jurisdiction-level targets are summarized in Table 1.

[1] See: RCW 70A.15.4020(6)

Table 1: Drive-Alone Rate Targets from Adopted 2025-2029 Local CTR Plans

| County | CTR-Affected Jurisdiction | Target Drive Alone Rate | Option Selected from WSDOT Guidance |
|---|---|---|---|
| King | Auburn | 67% | 2 |
| King | Bellevue | 39.9% | 3 |
| King | Burien | 70% | 3 |
| King | Des Moines | 60% | 1 |
| King | Federal Way | 63% | 2 |
| King | Issaquah | 60% | 1 |
| King | Kent | 69% | 2 |
| King | Kirkland | 45% | 3 |
| King | Mercer Island | 60% | 1 |
| King | Redmond | 52.3% | 3 |
| King | Renton | 66% | 2 |
| King | SeaTac | 64% | 2 |
| King | Seattle | 20.3% | 3 |
| King | Shoreline | 60% | 1 |
| King | Tukwila | 76% | 3 |
| King | Unincorporated King County | 60% | 1 |
| King | Woodinville | 69% | 2 |
| Kitsap | Bainbridge Island | 60% | 1 |
| Kitsap | Bremerton | 60% | 1 |
| Kitsap | Port Orchard | 60% | 1 |
| Kitsap | Unincorporated Kitsap County | 60% | 1 |
| Pierce | DuPont | 60% | 1 |
| Pierce | Fife | 60% | 1 |
| Pierce | Gig Harbor | 60% | 1 |
| Pierce | Lakewood | 60% | 1 |

| | | | |
|---|---|---|---|
| **Pierce** | Puyallup | 60% | 1 |
| **Pierce** | Sumner | 60% | 1 |
| **Pierce** | Tacoma | 60% | 1 |
| **Pierce** | Unincorporated Pierce County | 60% | 1 |
| **Pierce** | University Place | 60% | 1 |
| **Snohomish** | Arlington | 70% | 3 |
| **Snohomish** | Bothell | 67% | 2 |
| **Snohomish** | Edmonds | 62% | 2 |
| **Snohomish** | Everett | 60% | 1 |
| **Snohomish** | Lynnwood | 67% | 2 |
| **Snohomish** | Marysville | 68% | 2 |
| **Snohomish** | Monroe | 66% | 2 |
| **Snohomish** | Mountlake Terrace | 63% | 2 |
| **Snohomish** | Mukilteo | 60% | 1 |
| **Snohomish** | Unincorporated Snohomish County | 69% | 3 |

*Note: Targets only apply to CTR-affected worksites in each jurisdiction.*

### 2. List the base value you'll use for each performance target (if applicable).

PSRC used 2023-2025 CTR Survey results from all CTR-affected worksites in the region to establish a base value DAR. The observed weighted regional DAR was 53 percent.

### 3. Describe the method you used to determine the base value for each target (if applicable).

Using worksite-level 2023-2025 CTR survey results, PSRC summed the number of "Adjusted Trips" (Drive-Alone Trips) to all CTR-affected worksites in the region and summed the Total Trips to these worksites in the region. Then we calculated the percentage of all trips that were drive-alone trips as the base value DAR. Using the trip totals ensured the resulting baseline was properly weighted (i.e., The DAR at a large CTR-affected worksite that generates a high volume of trips will weigh more than a smaller worksite with fewer trips). For more information on how the "Adjusted Trip" values were calculated, please refer to WSDOT's CTR Calculations Documentation.

To develop the weighted regional target, a similar methodology was used. Each

jurisdiction's target from Table 1 above was applied to their respective Total Trips to determine an absolute target value. The percentage ratio between the sum of all target values to the sum of all Total Trips was identified as the weighted regional target.

### 4. Describe how you will measure progress toward each target.

For the next regional CTR plan PSRC plans to use 2025-2027 and 2027-2029 CTR survey data to evaluate changes in the regional DAR from the baseline to 2029.

## Strategies for Achieving Targets

### 5. Describe the services and strategies your region will use to achieve the CTR performance targets.

The specific services and strategies to implement TDM at CTR worksites are determined locally and vary throughout the region. Major categories include financial incentives, non-financial incentives and infrastructure, marketing, and education. Some examples of services that worksites or jurisdictions provide directly to commuters or residents are listed below:

- Financial incentives
    - Subsidized ORCA cards or cards with one-time pre-loaded value
    - Emergency Ride Home Program
    - Free trips or discounts to try micromobility or microtransit services
    - Free safety items like helmets and reflective gear to encourage walking, biking, and micromobility use
- Non-financial incentives & infrastructure
    - Telecommuting, compressed work week, and other options to reduce commute trips
    - Adoption of a CTR ordinance
    - Offering limited parking or charging employees to park (while also offering alternatives like carpool matching and free parking for carpool and vanpool vehicles)
- Marketing
    - Campaigns like Bike Everywhere Month, Try Transit Month, or Week Without Driving
- Education

    - Training for ETCs at worksites
    - Trip planning assistance, information about transit routes or services
    - Carpool or vanpool matching services

6. Describe the regional TDM technologies that will be used to deliver CTR services and strategies.

The most common technologies local plans mentioned were:

- CTR survey tool to monitor changes in travel behavior
- TransitGO fare payment app
- Trip-planning applications and platforms
- Carpool and rideshare matching programs (such as Ride Together Pierce, RideShare Online)
- Some jurisdictions also mentioned using social media to promote specific campaigns (ex: Flip Your Trip)

## Financial Plan

7. Describe your financial plan.

PSRC does not receive funding specifically for TDM purposes or any grants from the CTR program nor does it serve as a pass-through of CTR funding to jurisdictions in the region. The most common funding sources of CTR activities listed in local plans were state CTR program funding distributed by WSDOT, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds awarded through PSRC, and local matching funds from a city, county, or transit agency.

## Engagement

8. Describe engagement.

Strategies for engaging with stakeholders and the public to develop the local CTR plans varied from one jurisdiction to another. The most popular strategies were:

- Public comment period on the CTR plan
- Employer focus groups or interviews
- Public surveys and/or online open houses
- Interviews or meetings with partner organizations or stakeholders (e.g., public health departments, community service agencies)

- Outreach to tribal governments

Kitsap Transit, Community Transit, and Pierce County conducted extensive outreach throughout their county or service area and then worked with CTR-affected cities to share what they heard and integrate that feedback into local plans.

For more information on how PSRC engaged with the public and regional stakeholders to develop the Regional Transportation Plan, see the draft RTP Outreach and Engagement Report. For this regional CTR plan, PSRC held meetings on March 20, 2025 and October 1, 2025 for TDM implementers throughout the region to provide input on this draft plan as well as more broadly on TDM in the Regional Transportation Plan.

### 9. Describe vulnerable populations considered and how you engaged with them.

Many CTR-implementing jurisdictions used the Washington Environmental Health Disparities Map or U.S. Census data to identify geographic areas with higher concentrations of vulnerable populations and to describe the demographics of the entire jurisdiction. Some local CTR plans described challenges identifying input from vulnerable populations without demographic questions included in their public engagement surveys or activities. Other plans summarized what they heard from community-based organizations as an indirect way to understand the needs of vulnerable populations.

PSRC identifies six Equity Focus Areas—geographic areas with higher concentrations of the following populations, above the regional average:

- People of color
- People with low incomes (200% of the Federal Poverty Level and below)
- Older adults (Age 65 and above)
- Youth (Ages 5-17)
- People with disabilities
- People with Limited English Proficiency (LEP)

More information on these populations can be found in PSRC's most recent Central Puget Sound Demographic Profile (October 2024). In 2003, PSRC developed a baseline demographic profile as an initial step toward better integrating environmental justice into its transportation work program and updates this document on a regular basis with newer data.

Several of these demographics are more likely to be non-drivers or experience mobility challenges. PSRC's Coordinated Mobility Plan identifies priority strategies to serve people with mobility challenges due to age, income or ability. For more information on how PSRC engaged with vulnerable populations to develop the RTP and the Coordinated Mobility Plan, see the draft RTP Outreach and Engagement Report.

### 10. Describe results of engagement focused on vulnerable populations.

Major transportation needs identified by the populations identified above include: transit service at times and locations where it doesn't exist today (including mobility options in less dense or rural areas), more frequency for existing transit service, shorter wait times when transferring (especially for long trips that might require switching between transit service providers), and safer and accessible infrastructure to make walking, biking, and micromobility a more feasible travel option.

This is consistent with some of the themes that emerged from the 40 local CTR plans in our region. In general, people indicated they will choose the most convenient option as long as they can afford it. For many in the region, this means driving. Hybrid schedules and remote work have created new challenges for organizing carpools and vanpools. Many people said that they cannot afford to live closer to their job and there isn't convenient or time-efficient transit service between their home and work. Continuing to create more and better alternatives to driving alone is critical to changing travel behavior.

### 11. List the results of your engagement, including results from vulnerable populations, that will be provided for consideration in the state CTR and public transportation plan; regional growth, economic and transportation plans; and comprehensive plan and transit plan updates.

Local CTR plans cited their recently adopted or draft comprehensive plan updates as an opportunity to integrate feedback heard during outreach for the CTR plan. In some plans the jurisdiction cited specific implementation measures from the comprehensive plan that are consistent with what they heard during outreach for the CTR plan. Additionally, in this section of local plans, jurisdictions committed to sharing relevant feedback with partner transit agencies.

Extensive outreach was conducted during development of PSRC's Regional Transportation Plan (RTP), including outreach specific to priority populations for the Coordinated Mobility Plan as well as efforts to engage with hard-to-reach populations; more information is included in the draft RTP Outreach and Engagement Report. The RTP is developed to be consistent with VISION 2050, the guiding plan for the region, and PSRC evaluates local comprehensive plans and transit plans for consistency with VISION 2050 and the RTP, providing comments to our partners.