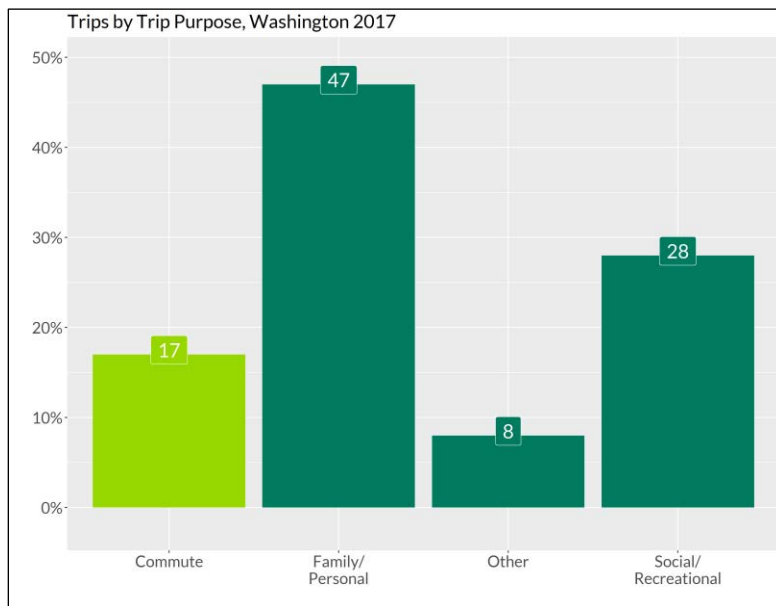


POTENTIAL STATUTORY CHANGES TO IMPLEMENT TDM AND TELEWORK INNOVATIONS

Legislators and legislative staff asked WSDOT to provide a range of actions the Legislature could take to improve transportation demand management programs. These state and local programs reduce congestion; improve access, efficiency, air quality, and economic growth.

Many of WSDOT’s transportation demand management programs focus on commute trips during peak hours. However, commute trips account for just 17 percent of daily trips; whereas, the remaining 83 percent of trips are for errands, recreation, health care, education and other purposes. Traffic congestion has expanded in many communities beyond morning and evening commute hours to midday and weekends. Additionally, essential workers and people from disadvantaged populations travel during non-peak hours and depend on travel options like transit, walking, and bicycling.



Source: FHWA National Household Transportation Survey for Washington State, 2017

Local partners have expressed interest in focusing their programs on people traveling for reasons other than work and/or essential workers and people from disadvantaged populations. Providing expanded flexibility and resources for transportation demand management programs would allow WSDOT and our local partners the opportunity to better manage this demand.

MENU OF ACTIONS

Working with stakeholders (e.g., transit agencies, Washington State Transit Association Vanpool Committee, commute trip reduction grant recipients, nonprofit human-services agencies and other state agencies), WSDOT developed a menu of actions the Legislature could consider related to transportation demand management. These actions align with state plans, including the Washington Transportation Plan, Transportation Demand Management Action Plan, Statewide Human Services Transportation Plan, and Statewide Public Transportation Plan.

POTENTIAL STATUTORY CHANGES TO IMPLEMENT TDM AND TELEWORK INNOVATIONS



The menu is organized in two sections: program flexibility and expansion. Each of these actions improves transportation demand management programs, but their benefits could be amplified if a combination were implemented.

Note: WSDOT is working on a separate efforts to identify ways to increase access to broadband and expand active (pedestrian and bicycle) transportation. That information will be available soon. While note included here, improving access to broadband and active transportation could increase equity and lower demand on the transportation system.

PROGRAM FLEXIBILITY

Statewide Commute Trip Reduction Program

Change legislation to allow grantees the option to include:

- Non-commute trips
- Non-peak hour trips
- Disadvantaged populations
- Small businesses and worksites

Another option:

- Amend the business and occupation (commute trip reduction) tax credit law for employers to count telework as a type of mode.

Rideshare (Vanpool) Program

Change legislation to allow grantees the option to include:

- Non-commute trips
- Non-peak hour trips
- Disadvantaged populations
- Reduced number of seats

Another option:

- Replace the term rideshare with public rideshare.

Regional Mobility Grant

Change legislation to allow grantees the option to include:

- Preservation projects

If the Legislature wishes to pursue any of these actions, multiple RCWs will need to be updated, including those related to transportation, revenue, and licensing. WSDOT staff compiled a list of these laws and can identify specific changes needed. More information on these changes can be found in the “Details About Legislative Changes” section of this document.

POTENTIAL STATUTORY CHANGES TO IMPLEMENT TDM AND TELEWORK INNOVATIONS

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PROGRAM EXPANSION

Existing funding: The 2019–2021 funding cycle allows transportation demand management programs to operate at status-quo levels.

| <i>Program</i> | <i>Baseline (\$ per biennium)</i> |
|--|-----------------------------------|
| Commute Trip Reduction | \$5,670,000 |
| First/Last Mile Connections Grant Program | \$1,000,000 |
| Regional Mobility Program* | \$77,679,000 |
| Vanpool Grant Programs | \$10,290,000 |
| Rural Mobility* | \$32,223,000 |
| <i>Sales Tax Equity Formula</i> | <i>\$16,111,500</i> |
| <i>Competitive</i> | <i>\$16,111,500</i> |
| Special Needs Grant Program | \$62,679,000 |
| <i>Special Needs Nonprofit</i> | <i>\$14,278,000</i> |
| <i>Special Needs Transit</i> | <i>\$48,401,000</i> |
| Green Transportation Capital Grant Program | \$11,750,000 |
| <i>Total</i> | <i>\$201,291,000</i> |

* The Regional Mobility and Rural Mobility programs have individual accounts funded entirely by transfers from the multimodal account.

WSDOT funding is also available through the highway transportation budget to expand active transportation and transit infrastructure. The state also supports a business and occupation (B&O) commute trip reduction (CTR) tax credit for employers to incentivize transit, vanpools, bicycling, and walking. Telework does not currently qualify for the tax credit.

Expansion opportunities: Program expansion would allow WSDOT to further advance efforts to meet all travel markets.

B&O (CTR) Tax Credit: Extend the tax credit beyond 2024 and allow telework to be eligible. \$2.75 million in tax credits are available annually and will expire in 2024. Each year, WSDOT receives more applications to participate than the tax credit can cover.

First-Last Mile Connections Grants: Extend this program beyond the current 2019–2021 biennium and add funds beyond status-quo levels to meet local demand for projects such as demand-responsive micro-transit, trail connections, and pedestrian facilities that provide first-last mile connections to transit. In the 2019–2021 cycle, the state received nearly \$5 million in grant requests.

Green Transportation Capital Grants: Extend this program beyond 2025 and add funds beyond the status-quo levels to meet more demand for local projects such as electrification of vehicle fleets and hydrogen refueling stations. In the 2019–2021 cycle, the state received more than \$20 million in grant requests.

POTENTIAL STATUTORY CHANGES TO IMPLEMENT TDM AND TELEWORK INNOVATIONS

Regional Mobility Grants: Increase funding beyond status-quo levels that enable local jurisdictions to propose expansion projects and maximize new opportunities including investments in preservation and asset management. In the 2019–2021 cycle, the state received more than \$108 million in grant requests.

State agency telework: Provide funding to state agencies for up-front investments in technology, equipment, and personnel to significantly expand telework for state workers.

Statewide telework assistance program: Create a new statewide telework assistance pilot program to provide human-resource materials and assistance for employers interested in establishing a telework program. This program would model King County Metro’s WorkSmart program, which received a portion of its funding through state grants.

Telework-specific tax credit: Create a pilot program offering a B&O Telework Tax credit for businesses who incentivize telework. The process would model the state’s existing B&O (CTR) tax credit.

DETAILS ABOUT LEGISLATIVE CHANGES

- A. **Non-commute trips.** The current law requires grantees to focus on commute trips (i.e., to and from work). This change would allow grantees to expand their focus to non-commute trips like shopping, errands, recreation, health care, and education.

Statutory (RCW) changes that would be needed: 46.18.285, 70A.14.4000, 70A.15.4010, 70A.15.4020, 70A.15.4030, 70A.15.4040, 70A.15.4050, 70A.15.4060, 70A.15.4070, 70A.15.4080, 70A.15.4090, 70A.15.4100, 82.08.0287, 82.12.0282, 82.44.015, and 82.70.060.

- B. **Non-peak hour trips.** The current law requires grantees to focus on peak-hour trips, specifically 6-9 a.m. Monday through Friday. This change would allow grantees to address trips that occur anytime, including midday, late evenings, and weekends.

Statutory (RCW) changes that would be needed: 70A.15.4010, 70A.15.4030, 70A.15.4040, 70A.15.4050, 70A.15.4060, 70A.15.4070, 70A.15.4080, 70A.15.4090, 70A.15.4100, and 82.70.060.

- C. **Disadvantaged populations.** The current law focuses on workers at large worksites in urban areas. In most cases, these are white-collar workers in large office buildings. This change would allow grantees to emphasize other demographics, including people with low incomes, shift workers, older adults, and essential workers (e.g., seasonal workers, healthcare professionals, and teachers).

Statutory (RCW) changes that would be needed: 70A.15.4010, 70A.15.4040, 70A.15.4050, 70A.15.4060, 70A.15.4070, 70A.15.4080, 70A.15.4090, 70A.15.4100, and 82.70.060.

- D. **Small businesses and worksites.** The current law focuses on workers at large worksites, defined as worksites with 100 or more commuters between 6-9 a.m. on weekdays. Reducing or eliminating this requirement would allow CTR grantees to address small businesses and worksites.

POTENTIAL STATUTORY CHANGES TO IMPLEMENT TDM AND TELEWORK INNOVATIONS

Statutory (RCW) changes that would be needed: 70A.15.4010, 70A.15.4020, 70A.15.4030, 70A.15.4040, 70A.15.4050, 70A.15.4060, 70A.15.4070, 70A.15.4080, 70A.15.4090, 70A.14.4000, 70A.15.4100, and 82.70.060.

- E. **Count telework as a mode type for the purpose of the B&O (CTR) tax credit.** The current law does not include telework as a qualifying mode for the CTR tax credit. Adding telework would incentivize employers to retain or expand the availability of telework.

Statutory (RCW) changes that would be needed: 70A.15.4010, 70A.15.4050, 70A.15.4100, 82.70.010, 82.70.020, 82.70.025, and 82.70.060.

- F. **Reduced number of seats.** The current rideshare law requires six passengers plus a driver for a vanpool vehicle to be considered a rideshare. Reducing the number of required occupants to three provides flexibility for rideshare to be used for different trip purposes and grants to expand their fleet to both sedans and vans.

Statutory (RCW) changes that would be needed: 82.08.0287, 82.12.0282, and 82.44.015.

- G. **Replace rideshare with public rideshare and incorporate non-profits into rideshare programs.** These changes would expand the number and types of organizations that could provide community-based rideshare services while retaining a focus on public mobility. In combination with other types of flexibility mentioned above, this could allow nonprofits that focus on disadvantaged populations to participate in state rideshare grant programs.

Statutory (RCW) changes that would be needed: 46.18.285, 46.74.010, 70A.15.4040.82.04.355, 82.08.0287, 82.12.0282, 82.16.047, and 82.44.015.

- H. **Allow the eligibility of preservation and asset management for Regional Mobility.** This would allow transit agencies and local governments in Washington to care for, maintain, and replace existing infrastructure.

Statutory (RCW) changes that would be needed: 47.66.033, and 47.66.040.