

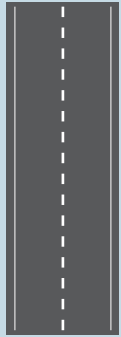
Commuter Trip Reduction (CTR) Law

2021 Update

CTR Board + WSDOT

Expanding CTR to Advance Climate and Equity

RECOMMENDED EMPHASIS AREAS



- Add Support for Essential Workers and Essential Trips for People With Special Transportation Needs**
- Address a Larger Share of Urban Congestion**
- Improve Mobility in More Locations**

In the 2021 regular session, the Legislature directed the Commuter Trip Reduction Board and WSDOT to conduct an update of the CTR law. After consulting with key stakeholders, they developed a set of recommended emphasis areas for an updated CTR law and Program to address trends that are driving change in transportation. This would broaden the focus on climate and also introduce a focus on equity.

If the Program is expanded to address one or more of these emphasis areas, CTR jurisdictions would customize their program based on local conditions to address commute and non-commute trips and travel outside the peak morning commute.

NEXT STEPS

Q1 2022

Technical Report

Q2 and Q3 2022

Engage Legislators and Stakeholders

Q4 2022

Submit Legislation

Q1 2022
Q2 2022
Q3 2022
Q4 2022

TO EXPAND THE PROGRAM

increased funding is needed.

WHY EXPAND THE CTR PROGRAM?

The Program cannot address several important statewide considerations under the current law. Gaps include:



It only addresses 4% of daily trips in WA with its current focus on commute trips at large employers.



It primarily reaches white-collar workers, not essential workers traveling outside the 6-9 a.m. weekday.



It's only required in affected urban growth areas and most of the state is not covered.



Current funding levels have prevented other communities from opting into the current CTR Program.

THE CTR PROGRAM

The goal of the CTR Program is to address climate by improving air quality, easing congestion, and reducing gasoline consumption. The program enables and incentivizes employees to ride the bus, rideshare, walk, bicycle, or telework by engaging:

- Major employers to provide commute trip reduction programs
- Local and regional governments to support/collaborate with them

What We've Done

Since the CTR law passed in 1991, local jurisdictions have partnered with employers and state, regional, and local agencies to implement CTR programs in affected urban growth areas. Local CTR coalitions have:

- Boosted transit ridership through widespread availability of employer-sponsored transit passes
- Created thousands of employer-supported vanpools
- Expanded the use of compressed work schedules, flex schedules, and telework

CURRENT PROGRAM ACCOMPLISHMENTS

30%

LESS VEHICLE MILES TRAVELED PER EMPLOYEE PER DAY

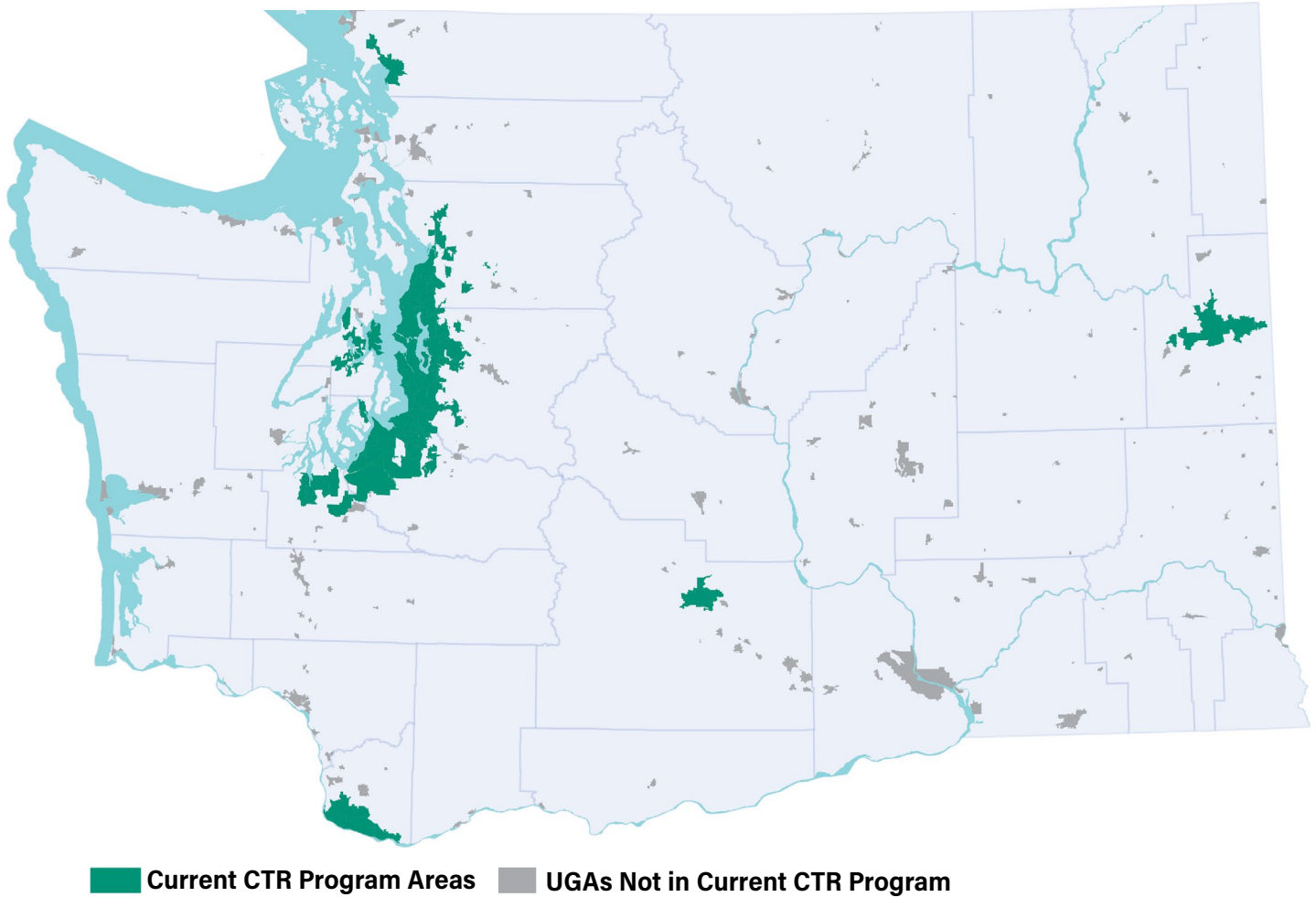
9 mil.

FEWER GALLONS OF FUEL USED EACH YEAR

175,000 metric tons

ANNUALLY REDUCED IN GREENHOUSE-GAS EMISSIONS

Expanding CTR – Untapped Potential State-wide



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