



Evaluating statewide approaches for commute trip reduction expansion

Overview

The Washington State Department of Transportation (WSDOT) is in the middle of a two-year process to develop recommendations to the Washington State Legislature for commute trip reduction expansion. WSDOT will submit the recommendations to the Legislature in the latter half of 2022.

During this phase of the process, stakeholders from around Washington assessed the extent to which three possible statewide approaches could achieve emphasis areas and appeal to decision-makers. The purpose of these workshops was to gather input for development of legislative recommendations, increase understanding of commute trip reduction, and create enthusiasm for its expansion.

Results

Although workshop participants expressed a wide array of opinions, trends were remarkably consistent.

Geographic coalitions (e.g., growth and transportation efficiency centers, mobility coalitions)

- **3+ Rating** – 68 groups rated this approach 3 or higher.
- **4+ Rating** – 26 groups rated this approach 4 or higher.
- **3- Rating** – 2 groups rated this approach less than 3.
- **High/low ratings** – Highest rating was 5. Lowest rating was 2.

Existing Commute Trip Reduction Program with more funding

- **3+ Rating** – 15 groups rated this approach 3 or higher.
- **4+ Rating** – 4 groups rated this approach 4 or higher.
- **3- Rating** – 55 groups rated this approach less than 3.
- **High/low ratings** – Highest rating was 5. Lowest rating was 1.

Grant program for local transportation demand management projects

- **3+ Rating** – 60 groups rated this approach 3 or higher.
- **4+ Rating** – 26 groups rated this approach 4 or higher.
- **3- Rating** – 7 groups rated this approach less than 3.
- **High/low ratings** – Highest rating was 5 (3 groups). Lowest rating was 1.

Note: Three groups ran out of time before rating this approach.

Methodology

WSDOT staff designed an exercise to help participants evaluate the statewide approaches.¹ For the exercise, staff placed participants in small groups of 2-5.² Staff conducted 70 exercises February-March 2022. About 230 people participated in the exercises.³ Participants included people from the following groups:

- Transportation Demand Management Technical Committee and Executive Board.
- Commute trip reduction implementers.
- WSDOT staff.
- Employee transportation coordinators.
- Historically disadvantaged populations and related advocacy groups.
- Cities and counties.
- Transit agencies.
- Regional and metropolitan planning organizations.
- Other advocacy groups, including representatives for active transportation, environment, and business/economic development.

Staff facilitated groups to an agreed rating for the extent to which three possible statewide approaches could achieve emphasis areas and appeal to decision-makers. This method generated conversation and sharing of viewpoints among the participants.

The three possible statewide approaches were:

- Geographic coalitions (e.g., growth and transportation efficiency centers, mobility coalitions).
- Existing Commute Trip Reduction Program with more funding (i.e., designated jurisdictions, 6-9 a.m. commutes, worksites with 100 or more commuting employees).
- Grant program for local transportation demand management projects (i.e., competitive state grants).

The three stakeholder-developed emphasis areas were:

- Add support for essential workers and for people with special transportation needs.
- Address a larger share of congestion in the most congested areas.
- Improve mobility in more locations.

¹ See Table 1 for the evaluation worksheet.

² Most participants were in groups of three.

³ WSDOT invited more than 2,000 people to participate.

The decision-makers included:

- Local jurisdictions and organizations that are prospective commute trip reduction implementers.
- Elected officials (e.g., state legislators, mayors, council members).

The rating scale was:

- 1=Not at all
- 2=Slightly
- 3=Moderately
- 4=Significantly
- 5=Extremely

Table 1: Commute trip reduction expansion statewide approach evaluation worksheet

A	B	C	D	E	F	G
STATEWIDE APPROACHES TO EXPAND CTR Rating scale: 1 = Not at all, 2 = Slightly, 3 = Moderately, 4 =Significantly, 5 = Extremely	To what extent could this statewide approach improve mobility for transit dependent people?	To what extent could this statewide approach improve mobility in rural locations?	To what extent could this statewide approach address congestion in the state's most congested locations?	To what extent could this statewide approach appeal to new implementers?	To what extent could this statewide approach appeal to elected officials?	Total
Geographic Coalitions (GTECs, mobility coalitions, etc.) requires a coalition provides financial support for new local participants commutes, errands, recreation any day or time focus in a geographic area e.g. neighborhood, corridor, city center anywhere in the state, rural, urban voluntary participation formula, competitive, or a mix of funding						0
Existing Commute Trip Reduction with More Funding commutes 6-9 am workdays large work/sites cities and counties specified in existing program mandate for participation formula funding						0
Grant Program for Local TDM Projects open to any agency/organization commutes, errands, recreation any day or time focus on a geographic area, community, demographic group, origin/destination, or other? anywhere in the state, rural, urban voluntary participation likely competitive						0

Americans with Disabilities Act (ADA) Information

Materials can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Notice to the Public

It is the Washington State Department of Transportation’s (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT’s Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO’s Title VI Coordinator at 360-705-7090.