

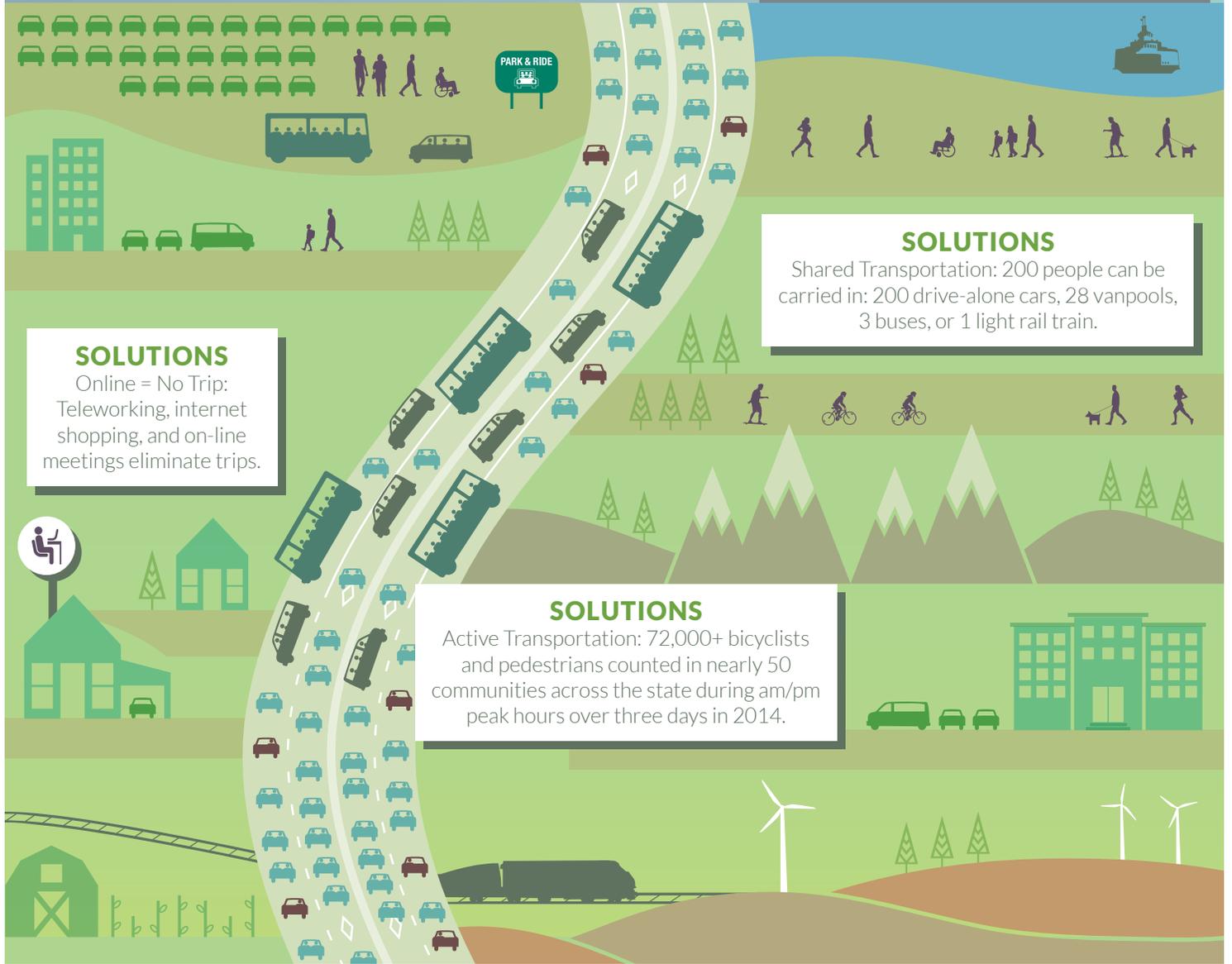
2015 REPORT TO THE LEGISLATURE

OPPORTUNITY

Congestion costs time and money: Each Washington driver is stuck in traffic 42 hours/year, wasting about \$1,000 in time and fuel. Nationally, congestion wastes 7 billion hours and 3 billion gallons of fuel, costing \$160 billion annually.

OPPORTUNITY

Although CTR works, 84% of individual's trips are not commutes to work.



SOLUTIONS

Online = No Trip:
Teleworking, internet shopping, and on-line meetings eliminate trips.

SOLUTIONS

Shared Transportation: 200 people can be carried in: 200 drive-alone cars, 28 vanpools, 3 buses, or 1 light rail train.

SOLUTIONS

Active Transportation: 72,000+ bicyclists and pedestrians counted in nearly 50 communities across the state during am/pm peak hours over three days in 2014.

Broaden the focus from commute trips to ALL trips – because all trips matter for reducing congestion.

GOALS – WASHINGTON STATE SEEKS TO:

- *Reduce traffic congestion*
- *Keep the economy moving*
- *Build healthy communities*
- *Reduce greenhouse gases*

Washington state and its people seek solutions to traffic congestion. In 2015, the legislature amended the statewide mobility policy goal related to the transportation system to include congestion relief and created the Connecting Washington revenue package to enhance the state's multimodal transportation system.

The Commute Trip Reduction (CTR) Board proposes solutions that will build on the existing successful program to make a substantially larger contribution to the legislature's intent. This report presents the Board's proposal to meet these goals. This report also outlines what the proposed actions will do, how they align with the state's policies, and what they will cost.

REQUESTS:

- *Broaden the focus from commute trips to ALL trips*
- *Create an ALL trips grant program*
 - *\$20 million/biennium*

- *Broaden the trip focus to include non-commute trips*

Currently, the successful CTR program addresses only a small portion of commute-to-work trips – or 4 percent of all trips. Non-work trips account for 84 percent of annual trips. The Board requests that the state broaden the program's policy focus to reduce ALL types of drive-alone trips – not just commute trips. This proposal to focus on all types of trips would greatly increase the program's contribution to reducing traffic congestion, and supporting a strong economy and healthy communities.

The state has an interest and a role in how people use the transportation system. The current CTR program

requires that local governments work with large employers to reduce employee drive-alone commutes. This program works well; however, it is too limited in scope to significantly reduce traffic congestion.

• *Create an ALL trips grant program*

Under this proposal, the Board would:

- Develop standards for a community, all-trips grant program in consultation with community stakeholders;
- Actively encourage and provide financial support for locally designed, customized broader drive-alone trip reduction plans and programs.

This program will decrease the number of vehicles on the road, promote active and shared transportation choices, and support community initiatives, thereby reducing congestion.

The proposed grant program would not utilize the same regulatory framework as the current CTR program: all participation would be voluntary. This program will not extend the law's requirement to smaller-sized employers.

The current employer requirements would not change. The sole focus would be on non-commute trips where other options are available.

• *\$20 million/biennium*

These funds would support:

- A new competitive-grant program to invest in better transportation system efficiency for decreasing the number of vehicles on the road by promoting active and shared transportation choices. These new grants would empower local jurisdictions and organizations to implement all-trips plans and projects.
- A new statewide public outreach program promoting energy-efficient, shared and active transportation choices for all types of trips.

Engage our communities to find more efficient ways to move people and to use the transportation system.

Make a small investment to make a big difference right away.

What will adding all trips do for our economy?

This proposal would reduce congestion to allow businesses better access to roadways in order to deliver goods and services. Access to an efficient transportation system is fundamental to a business's decision where to locate and their employee's ability to get to work. Other outcomes would include:

- Reducing congestion delay saves time and money for citizens. Reducing inefficient drive-alone trips is a quick and inexpensive investment in more system capacity.
- Reducing highway demand can delay or eliminate costly road expansion and extend the life of a roadway.

What will adding all trips do for our communities?

This proposal would authorize cities and counties to propose innovative strategies and projects that broaden their markets for trip reduction while addressing the source of congestion. These local communities could broaden their focus to include residential areas, urban centers or other areas that need site-specific approaches. Supporting community-based customization will deliver greater performance than traditional, major employer-focused CTR plans. It will also:

- Expand the CTR program's public-private partnerships.
- Promote healthier, active transportation choices and communities.
- Leverage resources and apply program tools to new markets.

How does adding all trips align with state goals and policy?

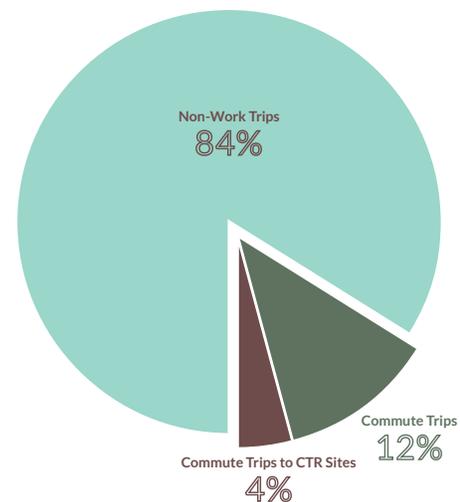
This proposal will significantly increase the program's contribution to several state priorities. The program:

- Supports the goals of the Washington State Public Transportation Plan.
- Reduces congestion by reducing or eliminating drive-alone trips from the transportation system.
- Reduces greenhouse gas emissions by reducing vehicle miles traveled.

- Fosters healthy communities by reducing emissions and assisting people to make healthier transportation choices.
- Connects to Results Washington goals:
 - Goal: Prosperous Economy – Sustainable Transportation
 - Increase Washingtonians' use of alternative transportation for work commutes to 29% by 2020 (The 2013 use rate was 27.3%).
 - Goal: Sustainable Energy and a Clean Environment – Clean Transportation
 - Reduce transportation-related greenhouse gas emissions from 42.4 MMT to 37.5 MMT by 2020.

Transportation demand management solutions support communities, the environment and the economy. They also enhance the effectiveness of other transportation system investments.

ALL TRIPS MATTER



Source: 2009 National Household Travel Survey



RECOMMENDATION:

- **Update the CTR Program Data Methodology**

The Board has determined that using a different set of criteria would better identify jurisdictions that can most positively affect our air quality and transportation system. The Board recommends using four criteria to determine which jurisdictions are affected:

- air quality
- population density
- congestion
- employment density

Jurisdictions that meet state-determined thresholds for three of the four criteria would qualify as affected by the program.

Commute Trip Reduction Works!

The CTR program benefits our state's transportation system, economy, CTR participants and other drivers on the road.

Between 2007 and 2014:

- Employees at 966 CTR affected worksites reduced their drive-alone trip rate from 65.7 percent to 63.1 percent, representing a 2.6 percent decrease from the original rate. They left about 14,500 cars home at work every day, and commuted by other means such as bus, vanpool, train, walking, biking or teleworking, resulting in less traffic congestion.



- The average vehicle miles traveled per surveyed employee declined by 3.1 percent. The overall miles decreased by about 33 million miles annually. This results in a reduction of 1.6 million gallons of fuel, saving commuters \$5.8 million in fuel expenditures. This translates into an annual greenhouse gas emission

reduction of 14,700 tons, the equivalent of 79 rail cars of coal or the same effect as the amount of greenhouse gases held by 12,000 acres of forest.

- The Board has a pilot underway that is testing alternate methods of measurement than the employee survey in some jurisdictions. The resulting performance numbers for statewide reduction in drive-alone trip rate, cars left at home, miles traveled and emissions does not include all of the pilot's performance.

Other statewide CTR programs

Washington state continues to lead the nation with the only comprehensive employer-based trip reduction program.

CTR tax credit performance

The CTR tax credit is an important tool for promoting businesses' commute-alternative programs for their employees and supports the state's goal to reduce congestion. Employers that provide financial incentives to their employees for ridesharing, using public transportation, car sharing or non-motorized commute options may apply for CTR tax credits against business and occupation or public utility taxes.

Since 2008, the number of businesses applying for credits has more than doubled. In 2014, 673 employers applied for \$6.78 million in credits. Only \$2.75 million dollars in CTR credits are available each fiscal year. The Multimodal Account reimburses the General Fund for the full amount of credits. The CTR Board supports enhanced funding for the tax credit program.

MORE INFORMATION

Brian Lagerberg
Chair, Commute Trip Reduction Board
360-705-7878
LagerbB@wsdot.wa.gov

Americans with Disabilities Act (ADA) Information: This material 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 Statement to 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) 705-7082.