

Statewide & Local CTR Plan Duration

Recommendation

Based on CTR implementer feedback provided via engagement in January 2023, WSDOT staff recommend that the TDM Technical Committee:

- **Adopt state and local CTR plans that are 4 years long**
- **Shift the plan cycle from July 2023 – June 2027 to July 2025 – June 2029**
- **Continue with this 4-year cycle, going forward**

Representative sample of implementer feedback:

CTR Plan Duration Options	2 years 2025-2027	4 years 2025-2029	6 years 2025-2031
Fatally flawed? Preferred?	fatally flawed	preferred	
Supports timely and relevant discussions with local officials and stakeholders.	unfavorable	favorable	favorable
Supports adaptation to changes in commute travel behaviors	unfavorable	highly favorable	favorable
Gives suitable time for implementation after the plan is done.	unfavorable	favorable	favorable
Aligns with the longstanding 4-year pattern	irrelevant	favorable	favorable
Other assessments?			
Education - Staff turnover, elected officials and changing of key stakeholders	unfavorable	highly favorable	favorable

Assessment

The most important key issues were:

- Turnover of implementer staff, elected officials/staff and key stakeholders
 - 4-year CTR plans emerged as was preferred length to educate and build relationships among these groups.
- Continued changes in commuter behavior
 - 4-year plan length preferred to give implementers suitable time to understand how this behavior will continue to change
 - A more complete picture is anticipated after the end of June 2025, after the first biennium use of the new survey tool
- 2-year plan determined to be fatally flawed:
 - Does not give suitable time to implement, after plan is complete
 - Does not account for education about the CTR program needed among new staff, elected officials, key stakeholders
 - In this short time, implementers might still not know all the changes to come to commuter behavior

Situation

In December 2022, The TDM Technical Committee deferred CTR plan updates from June 2023 to June 2025. As a result, the duration of CTR plans was called into question. We cannot determine timing, nor can we complete guidance for state, regional, and local CTR plans until we land a decision on CTR plan duration.

Background

- Local CTR plans set the direction for CTR programs and their administrative work plans. They are reviewed and approved by the TDM Technical Committee.
- CTR administrative work plans, required in state contract, must be updated a minimum of once every two years but can be updated more frequently at the discretion of the local agency and WSDOT.
- Plans are developed at different levels of government (state, region, county, city).
- Many CTR implementers have never developed a CTR plan.
- Historically, 4-yr durations were typical.
- Historically, CTR plan timing used this 4-year pattern: ... 2015-2019, 2019-2023
- CTR plans are required by law every four years. However, the TDM Technical Committee has provided exemptions, including an exemption for local plans for 2019 - 2023.
- The TDM Technical Committee is authorized to approve durations that differ from the four years indicated in law and/or the timing. This would be done via exemptions voted on by the committee.
- Some stakeholders expressed an interest in aligning CTR plan timing and duration to align with timing and duration of local and regional transportation plans and comprehensive plans. Staff research indicates this is not possible because of variation in timing and duration of these local plans.