

State CTR plan: Update

What is this plan? A legislatively mandated document that guides the state's commute trip reduction program, thus influencing regional and local CTR plans and programs.

What are we trying to achieve?

- Document statewide commute trip reduction priorities.
- Provide key information to create guidance necessary for a template for regional, county and city plans by beginning of the 2023-2027 biennium.
- Build agency among practitioners to use TDM to enhance mobility and access among diverse users of the transportation system.

How will we phase this work?

- Spring 2023: WSDOT drafts a statewide plan; guidance included for local/regional planning
- Summer 2023 – June 30, 2025: WSDOT engages public; analyzes/reflects local and regional plans.
- July 1, 2025: WSDOT publishes final plan for the 2025-2029 plan cycle.

What is the outcome?

- Direction for the Commute Trip Reduction program at the state, regional, and local scales.

State CTR plan: Update

Report on CTR elements of 2019-2023 TDM Strategic Plan:

- Mobility Partnerships Grant
- Administration of survey; performance measurement baseline and target
- Updated funding formula
- Legislative requirements and funding through Move Ahead Washington
- Training new implementers

Document emerging priorities

- Shifting mobility patterns
- Vulnerable populations, overburdened communities, and tribes
- Greenhouse gas reduction requirements and opportunities
- Other

Next steps

- Engagement among partners
- Draft plan outline and local template

Performance measurement: Update

What are we trying to achieve? Update the target in the state CTR plan and in the menu of measurement options for use in local CTR Plans.

Reminder: Targets menu for local plans

- State performance measure and target
- State performance measure and local target

Why do we need a performance target?

- Winter 2023 stakeholder engagement confirmed the necessity of a numeric target
- Target drives local CTR planning (Summer 2023 – June 30, 2025)

Performance measurement: Update

Criteria: developed through engagement

- Drive alone rate (DAR)
- Easily communicated and replicable methodology
- Independent of past CTR data
- Associated to policy or initiative
- Aggressive, but within reason

Recommended 2025-2029 state target: 65% drive-alone rate

- 10% reduction from the non-CTR drive alone rate from 2019
 - Census driven data point; 5-year average
 - 10% is aggressive, but not without precedent
 - Example: 72% non-CTR drive alone rate; Target is 65%
 - $72\% - (72\% * 10\%) = 65\% \text{ DAR}$