

DRAFT

Project Brief: CTR Equity Study

1. Project description

This study will focus on transportation demand management that enables the use of existing non-drive-alone transportation options, including those that eliminate trips (e.g., telework, compressed work week, remote learning), motivates mode shift using incentives and disincentives, and lowers emissions in neighborhoods where vulnerable populations live.

This project will develop guidance about:

- How the Statewide Commute Trip Reduction Program (CTR) addresses equity in its current practice.
- How the Statewide CTR Program will address equity in the future.
- How other transportation demand management (TDM) projects and programs can complement CTR to enhance equity.

2. Why are we doing this work?

WSDOT and the Transportation Demand Management Technical Committee identified this study as a priority because it will:

- Provide analysis to support the development of equity strategies for CTR and TDM.
- Inform how the Statewide CTR Program will comply with the [HEAL Act](#) and [Climate Commitment Act](#).
- Inform the equity components of 2029-2033 local/regional CTR plans.
- Develop and implement equity components for next state CTR plan

3. What are we trying to achieve?

- Understand effects of the current Statewide CTR Program on vulnerable populations in overburdened communities and tribes (VPOC-T), as indicated in the HEAL Act and Climate Commitment Act.
- Identify any changes to be made to the Statewide CTR Program related to equity.
- Identify strategies to better use TDM to support equity and inclusion.

4. What are the anticipated products/deliverables?

Report, which will include results of:

- a. Literature review.
- b. Tribal and stakeholder engagement.
- c. Equity performance assessment methodology that incorporates HEAL act methodology.
- d. Baseline performance assessment of the Statewide CTR Program.
- e. Proposed performance goals.
- f. Identification of unmet need and prioritized list of strategies to improve the Statewide CTR Program and improve or create other TDM programs from an equity lens.
- g. Identification of authorities, funding, and other resources necessary to deliver the strategies, including Legislative changes.
- h. Guidance to incorporate equity into state CTR plans (2025-2029 and 2029-2033) and local/regional CTR plans (2029-2033). Note that guidance for the equity components of local/regional CTR plans (2025-2029) will be developed in a separate project; this project will not be finished in time for official changes to 2025-29 local/regional CTR plans.

Background

During the 2023-2025 biennium, the Transportation Demand Management Technical Committee, WSDOT and other interested partners will pursue methods to realize the intent of the [CTR Law](#) and HEAL Act, and the direction of the Climate Commitment Act, as well as the funding requirements associated with [Move Ahead Washington](#).

Examples of success:

- TDM practitioners are better able to assess the value of their projects and programs from an equity perspective and have a clearer understanding of the kinds of TDM programs that maximize health, environmental, and mobility benefits to vulnerable populations in overburdened communities and tribes.
- Transportation organizations are better able to consider benefits and tradeoffs associated with different approaches to TDM through an equity lens.
- Transportation organizations can package TDM investments to maximize benefit to vulnerable populations in overburdened communities and tribes.

- Vulnerable populations in overburdened communities and tribes have greater access as indicated by performance measures.

Project Sponsor

Stan Suchan

Partners and Stakeholders

Partners and Stakeholders within WSDOT

- Public Transportation Division.
- Office of Equity and Civil Rights.
- HEAL Act Executive and Core Teams, Significant Agency Action (SAA) Team.
- Active Transportation Division.
- Washington State Ferries.
- Region planning staff.
- Multimodal Planning and Data Division.
- Environmental Services Office.

Partners and Stakeholders in Communities

- Community organizations representing vulnerable populations and overburdened communities.
- TDM Technical Committee.
- TDM Executive Committee.
- Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs).
- Riders/travellers.
- Cities and counties.
- Transit agencies.
- Tribal governments.
- CTR worksites and employees.
- Business and economic development organizations including transportation management associations.
- Legislative staff.

- Other interested parties as identified in [WAC 468-63-040 \(Local CTR plan\)](#)

Example Timeline

The timeline below assumes that procurement occurs in Jun-July of 2023 and that work on the task begins in July 2023.

| Task | Jul-Sept 2023 | Oct-Dec 2023 | Jan-Mar 2024 | Apr-Jun 2024 | Jul-Sept 2024 |
|--|---------------|--------------|--------------|--------------|---------------|
| 1. Literature Review | Active | | | | |
| 2. Existing Conditions – Baseline Assessment | Active | Active | Active | Active | |
| 3. Develop Recommendations | | | Active | Active | Active |
| 4. Final Report | | | | | Active |

Budget

Maximum \$250,000