

CTR-affected Designation for Cities Project Update

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TDM Technical Committee
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Committee members:

I have some questions for you about quality of life.

Raise your hand if you're on this committee because you care about the environment.

Raise your hand if you're on this committee because you care about public health and safety.

TDM is a way to address climate change and public health. And it's working in Washington. Over the past 25 years, the state of Washington had the greatest reduction in vehicle miles driven per capita of any state.

Washington is a leader here. We might get bogged down in the details of the work we do but the mission of the TDM Technical Committee is to improve quality of life in Washington, and we do that through oversight of the TDM program. This is critical to the success of TDM in Washington.

The purpose of my presentation today is to brief you one of these detailed things, but it

will likely have a big impact. This is a project that we introduced to you last July. This is the CTR-affected Designation for Cities project, share WSDOT's current thinking on the project, and answer your questions.

“RCW” AND “WAC”

RCW

Revised Code of Washington

=

“The Law”

*Changes are
out of scope*

WAC

Washington Administrative Code

=

“The Rules”

Identifies CTR-affected cities

*Changes are
in scope*

A quick reminder:

The RCW is the statute: the law.

The WAC is the rules that guide implementation of the law: the RCW.

WSDOT and its partners, such as the Technical Committee, work together to create and modify the rules that guide implementation of the CTR program.

Changes to RCW are out of scope.

Changes to WAC are in scope. I’m going to tell you why.

BACKGROUND

PROJECT BACKGROUND:

- The State Commute Trip Reduction (CTR) law (RCW 70.94.521) is triggered when a city meets certain criteria identified in the CTR law. The city then becomes “CTR-affected.”
- WAC identifies CTR-affected cities.
- Every four years the TDM Technical Committee updates the WAC’s list of CTR-affected cities.

(WAC) 468-63-020 (2)

(b) **Listing of affected urban growth areas.** The cities and counties within or containing an affected urban growth area, as determined by WSDOT, are:

- (i) Clark County and the cities of Camas, Vancouver, and Washougal;
- (ii) King County and the cities of Algona, Auburn, Beaux Arts, Bellevue, Black Diamond, Bothell, Burien, Clyde Hill, Covington, Des Moines, Federal Way, Hunts Point, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Medina, Mercer Island, Newcastle, Normandy Park, Pacific, Redmond, Renton, Sammamish, SeaTac, Seattle, Shoreline, Tukwila, Woodinville, and Yarrow Point;
- (iii) Kitsap County and the cities of Bainbridge Island, Bremerton, and Port Orchard;
- (iv) Pierce County and the cities of Bonney Lake, DuPont, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Orting, Puyallup, Ruston, Steilacoom, Sumner, Tacoma, and University Place;
- (v) Snohomish County and the cities of Arlington, Bothell, Brier, Edmonds, Everett, Lake Stevens, Lynnwood, Marysville, Mill Creek, Monroe, Mountlake Terrace, Mukilteo, Snohomish, and Woodway;
- (vi) Spokane County and the cities of Airway Heights, Liberty Lake, Millwood, Spokane, and Spokane Valley;
- (vii) Thurston County and the cities of Lacey, Olympia, and Tumwater;
- (viii) Whatcom County and the cities of Bellingham and Ferndale; and
- (ix) Yakima County and the cities of Selah, Union Gap, and Yakima.

The State’s CTR law says that:

Only those cities that are “affected” by the State’s CTR law are eligible to receive grant funding for their CTR program.

The way the rules are written is that CTR-affected cities are identified in the WAC.

And the law also says that every four years the Technical Committee must update the WAC list of affected cities.

Changes to WAC are in scope.

The WAC lists CTR-affected cities.

PURPOSE

PROJECT GOAL:

- 2025: new method for identifying CTR-affected cities and a new list of affected cities.
 - Near-term purpose: develop interim guidance
 - Affects cities and their funding for this CTR program
 - Won't make decisions until we revisit funding formula in 2025.
 - Meanwhile cities want to be part of the CTR program

Today: does this committee have questions on our proposed interim guidance?

And the purpose of this project is to update the list of affected cities, and will update the methodology by which we determine which cities are designated as “affected” by the State’s CTR law. I’ll talk later more about why we need a new method.

Our goal is that in 2025 we will have a new list of cities which are CTR affected and a new method for determining which cities are CTR affected.

Why 2025?

Because of the six-year CTR planning cycle we’ve missed the opportunity for new cities to join the program in time for the 25-29 plan cycle. [The next opportunity for newly CTR-affected cities to write CTR plans will cover the 2029-2033 time period.](#)

We have cities asking to be part of the program now.

But that is 2025 and this is now. What happens in the meantime? Near-term purpose between now and 2025: we've developed interim guidance.

We would like to hear whether this committee has any questions on our proposed guidance.

ISSUES

Every four years the TDM Technical Committee updates the WAC's list of CTR-affected cities.

METHOD FOR DETERMINING CTR-AFFECTED STATUS:

- 100 person-hours of delay criterion
- Cities that are not identified in the WAC but are interested in participating in CTR program are not receiving CTR funds.

FUNDING:

- Funding formula is set through June 30, 2025.
- This committee voted to allocate the full CTR program budget to affected jurisdictions. There is no set-aside for new jurisdictions to the CTR program.
- Funding levels are not anticipated to change.

Two big issues: method for determining CTR-affected status, and funding.

Method for determining CTR-affected status:

The CTR law is written so that a city becomes CTR-affected when it meets three criteria:

- location in an urban growth area (UGA)
- presence of a major employer worksite
- one hundred person hours of delay for a highway segment

This 100 person hours of delay for a highway segment is the reason that we need a new methodology. WSDOT has not produced data regarding one hundred person hours of delay for a highway segment for more than a decade. We can't very well use a criterion to determine status for which for which we have no data. It is no longer possible to use one hundred person hours of delay to assess status; this is obsolete but also written in the CTR law. This project will come up with a new methodology to address that issue.

Funding:

- We are required to provide CTR planning, program, and technical assistance to CTR-affected cities.
- WAC identifies CTR-affected cities. But what if our new methodology makes more cities eligible for CTR program funding?

- Funding is flat; funding formula is set through 2025.
- During the budget process in Feb/Mar we discussed whether it was a priority to make room in the budget for new cities, but it fell out of priority. This committee chose to allocate the full CTR program budget to affected jurisdictions. Thus there is no set-aside for new jurisdictions to the CTR program.
- New cities in the program could mean less funding for those already in program.
- In 2025 we will revisit the funding formula and this could open the door for other cities to get into the CTR program.

INTERIM GUIDANCE

INTERIM GUIDANCE:

- WSDOT will not consider providing grant funding to cities not designated as CTR-affected in the WAC until 2025.

Therefore, we have proposed interim guidance that we will use between now and 2025 when we revisit the funding formula.

Our proposed interim guidance is:

To cities not currently identified as CTR-affected in the WAC who wish to join the CTR program now, we tell them “no, we can’t allow your city to join the CTR program now”, and we won’t consider including cities not already identified in the WAC until 2025 when we revisit the funding formula.

This means that for new CTR-affected cities the next opportunity to write CTR plans will be in 2027-2029, for the 2029-2033 plan cycle.

They wouldn’t receive any funding until the next cycle, at the earliest 2027 they could receive planning funds, depending on the route we choose.

QUESTIONS OF US?

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Questions?

References:

- Revised Code of Washington (RCW or law) 70.94.521
- Washington Administrative Code (WAC or rule) 468-63-020 (2)(b) lists affected UGAs