

Mobility Partnerships Grant

A refresher on how we arrived at a new grant proposal

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Transportation Demand Management Technical Committee

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2021 key findings

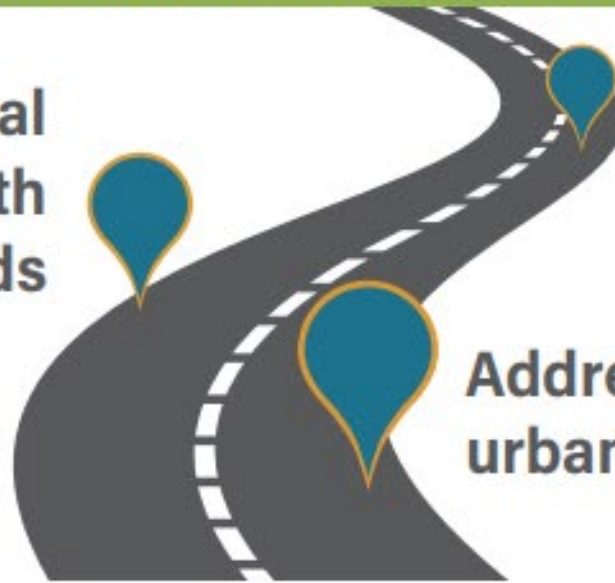
Commute Trip Reduction (CTR) Law

2021 Update: Improve Mobility to Advance State Equity and Climate Goals

**CTR
Board
+
WSDOT**

RECOMMENDED PROGRAM EXPANSION EMPHASIS AREAS

Add support for essential workers and for people with special transportation needs

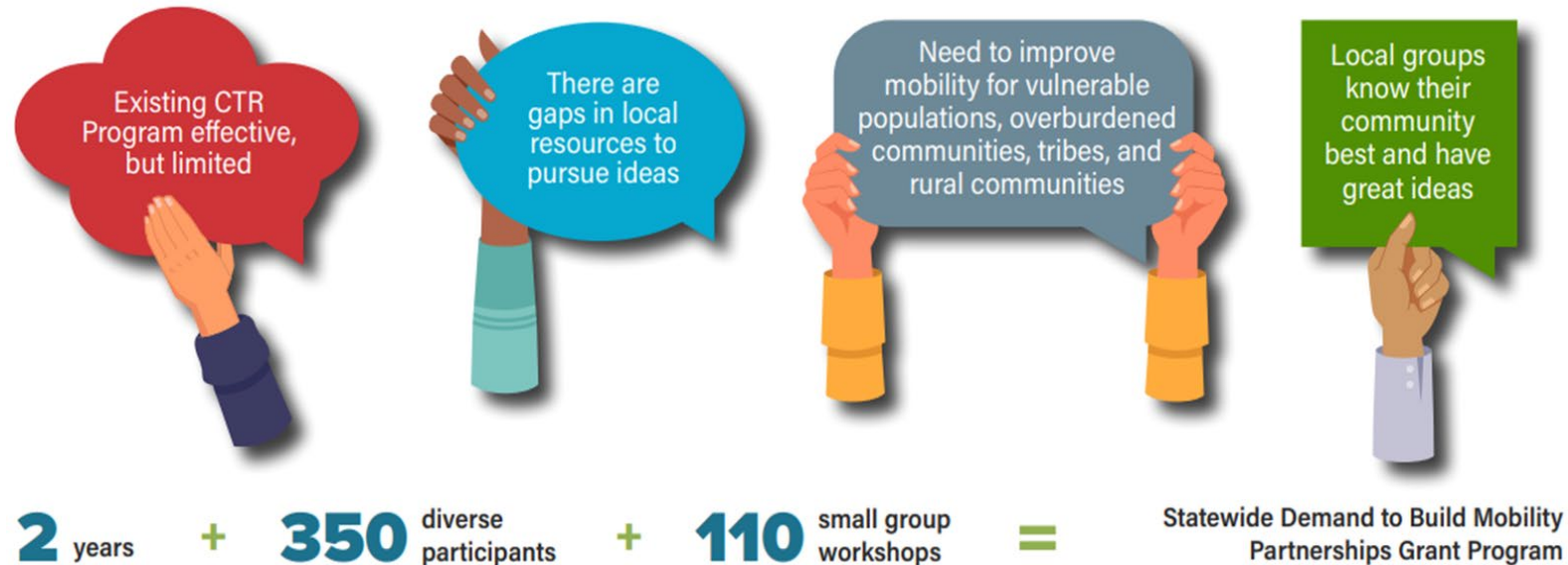


Improve mobility in more locations

Address a larger share of urban congestion

2022 key decisions and developments

- Decided to not open the CTR Law for 2023 legislative session
 - Risky, technically complicated, resource intensive for WSDOT and partners, low political viability, unnecessary
- Created Mobility Partnerships Grant proposal through significant stakeholder engagement
- Developed technical report and presented to House Transportation Committee
- Secured additional CTR funding in Move Ahead Washington transportation funding package



Key milestones

2022-2023

- Developed \$25M budget proviso and one pager
- Identified bill sponsor Rep. Reeves (Federal Way)
- Advanced Mobility Partnerships Grant proposal budget proviso in 2023 legislative session
- Secured and expanded list of supporters and partners

2023-2024

- Secured additional sponsor organizations
- Refined and updated messaging and flyer
- Attempted \$25K fundraising campaign for 2025 legislative session
- Continued education, outreach and partnership development
- Included in Public Transportation Plan: research, engagement, education, whitepapers

Thank you!

- Questions?