

Project Update ~~and~~ ~~Decision~~: CTR-affected Designation for Cities **TDM Technical Committee**

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AGENDA

- Presentation (Maya Agarwal)
- Questions/facilitated discussion (Brian Lagerberg)
- ~~Decision~~

PROJECT BACKGROUND

- CTR law applies when a city meets criteria identified in the CTR law.¹
- WAC identifies CTR-affected cities.²
- Every four years the TDM Technical Committee must evaluate the WAC's list of CTR-affected cities.³

¹ [RCW 70.15.4000](#)

² [WAC 468-63-020 \(2\) \(b\)](#)

³ [RCW 70A.15.4060 \(2\) \(g\)](#)

PROJECT CONTEXT

- 2005/2006: development of current CTR law and WAC.
 - Involved WSDOT PTD coordination with Multimodal Planning (MMP) to integrate CTR into WSDOT's broader transportation goals.
- 2011-2015 and 2015-2019 state CTR plans: Technical Committee continued policy that affected cities would be those specifically identified in WAC
- 2023: Staff began the process of evaluating the WAC's list of CTR-affected cities.
- 2025: We are at a point where we are ready to request direction from the technical committee.

CTR-AFFECTED CITIES CRITERIA

Per CTR law a city becomes CTR-affected when it meets the following criteria¹ :

- Location in an urban growth area (UGA)
- One hundred person hours of delay for a highway segment
- Presence of a major employer worksite

One hundred person hours of delay process was the result of WSDOT PTD's 2005/2006 coordination with MMP to integrate CTR into broader WSDOT transportation goals.

¹ [RCW 70A.15.4020 \(1\)](#)

RESULTS of INITIAL ANALYSIS

Forty new CTR-affected cities.

The identified new CTR-affected cities meet the following criteria:

- Located in an UGA
- Have one hundred person hours of delay for a highway segment

The major employer worksite criterion:

- We don't know whether the identified new CTR-affected cities have an affected worksite.
- WAC requires cities to identify major employers.¹

¹ [WAC 468-63-020 \(2\) \(d\)](#)

NEXT STEP

To comply with WAC:

“WSDOT shall **notify** the cities, counties, and RTPOs that are determined to be in the affected urban growth areas. Cities and counties in the affected urban growth areas shall identify the major employers, if any, within their boundaries.”¹

¹ [WAC 468-63-020 \(2\) \(d\)](#)

STAFF CONTEMPLATION

What issues surround notification?

- 2012: current TDM Technical Committee policy to not add new cities to the CTR program without increases to CTR budget.
- 2022: TDM Technical Committee decided to not create set-aside resources for new cities in the program.
- 2025: the analysis shows that there have been increases in highway delay in some cities but does not specify the cause.

What is next?

TECHNICAL COMMITTEE ROLE

The role of the technical committee is oversight of the commute trip reduction program policy and rules.¹

¹ [RCW 70A.15.4060 \(2\)](#)

COMPLIANCE OPTIONS

How do we comply with WAC requirement to notify affected cities?

Option	Notify identified new cities?	Approach
A	Yes.	Communicate with new cities.
B	No. Postpone.	Maintain status quo.
C	No. Postpone.	Integrate CTR into transportation system.

We will look at each option in greater detail.

COMPLIANCE OPTION A: Communicate with new cities

Pros

- Meets notification requirement
- WSDOT may proceed; no technical committee vote required
- Gives more cities access to CTR

Cons

- No additional CTR program budget for new cities
- CTR may not mitigate the new city's highway delay
- Poor utilization of staff time
- Could put CTR program at risk
- Unclear value for improving CTR program

COMPLIANCE OPTION B: Maintain status quo

Pros

- Requires less time

Cons

- Postpones notification requirement
- Technical Committee vote required
- Does not give more cities access to CTR
- CTR law's requirement to evaluate list of CTR-affected cities every four years remains

COMPLIANCE OPTION C: Integrate CTR into transportation system

Pros

- Pursues a study with MMP to investigate further the cause of increased highway delay
- Brings MMP as a partner to CTR
- Evaluates methodology to identify CTR-affected cities
- Develops a more effective way of leveraging CTR program resources to maximize the program's impact
- Effectively utilizes staff time

Cons

- Postpones notification requirement
- Technical Committee vote required

QUESTIONS/FACILITATED DISCUSSION

Option	Notify identified new cities?	Approach
A	Yes.	Communicate with new cities.
B	No. Postpone.	Maintain status quo.
C	No. Postpone.	Integrate CTR into transportation system.

RESOURCES

Acronyms:

CTR: Commute Trip Reduction

PTD: Public Transportation Division

RCW: Revised Code of Washington

TDM: Transportation Demand Management

WAC: Washington Administrative Code

WSDOT: Washington State Department of Transportation