

CTR-affected Designation for Cities: Update and Recommendation

TDM Technical Committee

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PURPOSE OF TODAY'S PRESENTATION

- Update committee on CTR-affected cities project.
- Share project recommendation.
- Prepare committee for decision on recommendation (Sep. 4, 2025).

AGENDA

- Presentation:
 - Recap of work to date
 - Options presented to committee March 6
 - Further analysis
 - Current recommendation
- Next steps
- Questions/discussion

RECAP: WORK TO DATE

- CTR law applies when a city meets criteria identified in the CTR law ([RCW 70.15.4000](#)).
- WAC identifies CTR-affected cities ([WAC 468-63-020 \(2\) \(b\)](#)).
- Every four years the TDM Technical Committee must evaluate the WAC's list of CTR-affected cities ([RCW 70A.15.4060 \(2\) \(g\)](#)).
- Affected cities must be in Urban Growth Area (UGA), have “one hundred person hours of delay for a highway segment,” and have an affected worksite ([RCW 70A.15.4020 \(1\)](#)).

RECAP: RESULTS of INITIAL ANALYSIS

Forty potential new CTR-affected cities.

- These cities meet UGA and delay criteria; we don't know about worksite.
- Context: WSDOT received 73 CTR 4-year plans for 2025-2029.
 - Of these, 57 came from cities.

COMPLIANCE and CONSIDERATIONS

To comply with WAC, “WSDOT shall notify the cities.” ([WAC 468-63-020 \(2\) \(d\)](#))

Notifying forty potential new cities would significantly increase the CTR program budget (currently static) and the TDM Technical Committee has decided to:

- Not add new cities to the CTR program without increases to CTR budget.
- Not create set-aside resources for new cities in the program.

The analysis shows that there have been increases in highway delay in some cities but does not correlate the delay to affected worksite.

TECHNICAL COMMITTEE ROLE

Per [RCW 70A.15.4060 \(2\)](#), the role of the technical committee is oversight of the commute trip reduction program policy and rules.

We presented three options to the committee for a vote on March 6, 2025. The committee deferred voting on the options, and provided feedback.

RECAP: COMPLIANCE OPTIONS

(Presented to TDM Technical Committee March 6, 2025.)

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.

WHAT WE HEARD

From TDM Technical Committee March 6, 2025.

Option	Notify identified new cities?	Technical Committee feedback
A	Yes.	Less preferred; CTR program would not have additional budget for new cities to participate.
B	No. Postpone. Status quo.	Less preferred; did not want to postpone decision for another technical committee to decide.
C	No. Postpone. CTR integration.	More preferred ; interest in exploring how this option could be structured.

OPTION C: WHAT WE HEARD

From TDM Technical Committee March 6, 2025.

- Scope of the study (e.g., new methodologies for determining CTR-affected cities, identifying additional resources to bring new cities into the program).
- Cost of doing a study with multimodal planning.
- General interest in sharing the list of cities.
- Concern about implications of opening up CTR law. What does this imply; can the committee change the law?
- Process of requesting additional CTR program funding.
- Interest in seeing how CTR has mitigated highway delay in the past, and when the studies were done.
- Interest in developing structure of study.

WSDOT EXPLORES OPTION C

- **Additional analysis** of the context of the potential new 40 cities.
 - Mapping exercise.
 - Found that the potential new cities were in **rural/suburban areas**, without a clear connection to an affected worksite.

WSDOT EXPLORES OPTION C

Feasibility of additional study:

Additional analysis (datasets, methodology) would be a significant undertaking.

Where would this study fit within WSDOT's existing planning efforts?

Unable to find a clear fit within any of the work WSDOT is doing.

Would require significant staff time.

WSDOT has very limited staff resources to pursue additional study.

SUMMARY

- The potential new cities **do not meet the spirit of the CTR law** because they are not in urban areas.
- We **cannot find a clear fit** for a study within existing WSDOT work.
- WSDOT has **very limited staff resources** to pursue additional study.

RECOMMENDATION

Incorporate the CTR-affected cities work into a forthcoming TDM strategic planning effort:

- Postpone notification of cities at this time.
- Evaluate this body of work in context of broader TDM efforts statewide.
- Identify where this project lies among other TDM priorities statewide.

NEXT STEPS

- Late August: Committee members will receive briefing paper to prepare for decision.
- September 4 technical committee meeting: Decision on recommendation.

TECHNICAL COMMITTEE QUESTIONS/DISCUSSION

- Your feedback and thoughts on the recommendation?