

2025-2029 State Commute Trip Reduction Plan



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Cover photo: C-Tran's The Vine picking up and dropping off folks at Vancouver, WA's Turtle Place.

Below: People enjoying a ride on Spokane Transit Authority's Cheney High Performance Transit Line.



The Transportation Demand Management (TDM) Technical Committee and the TDM Executive Board develops the State Commute Trip Reduction (CTR) Plan every four years with support from WSDOT staff.¹ The 2025-2029 State CTR Plan is an update of the 2019-2023 TDM Strategic Plan, Goal 1: increase the use of high-efficiency transportation options for commute. The 2025-2029 plan also focuses on commute-related outcomes, actions, and policies.

EXECUTIVE SUMMARY

The TDM Technical Committee initially published this plan on June 30, 2023 as the 2023-2025 State CTR Plan. Since then, CTR implementors drafted regional and local CTR plans in 2024, proposed these plans to the committee for review, and submitted the plans for approval to their governing bodies in 2025. Implementors consulted this plan as they developed their plans.

This plan has received partner and public feedback to inform outcomes and actions for the State CTR Program.

Key takeaways from the 2025-2029 State Commute Trip Reduction Plan

Emerging trends

Social and environmental changes influenced the 2025-2029 State CTR Plan goals, targets, outcomes, and actions.

Since 2019, the state transportation system and programs that support cities and local programs have experienced changes in commuting practices due to the COVID-19 pandemic, evolving technologies, and changing employer expectations.

Additionally, the Healthy Environmental for All (HEAL) Act, Climate Commitment Act (CCA), and Move Ahead Washington transportation funding package increased resources for the State CTR Program and directed the allocation of state funds to advance environmental justice.

These emerging trends in shifting mobility patterns, emphasis on equity, environmental justice, and resilience to climate change have influenced the 2025-2029 State CTR Plan.

Goal

Increase the use of high-efficiency transportation options for commutes. Respond to legislative direction to advance environmental justice.

Statewide drive-alone performance target

The statewide drive-alone performance target is 60 percent or less on average for CTR-affected jurisdictions by June 2029.

Outcomes and actions

The 2023-2025 State CTR Plan updates and adds to outcomes and their actions and from the 2019-2023 TDM Strategic Plan. The new list of outcomes:

- A. Improve delivery of CTR programs.
- B. Expand CTR market to address equity.
- C. Produce more useful transportation behavior data.
- D. Expand investment and TDM services to advance equity and environmental justice.
- E. Respond to shifting mobility patterns.
- F. Reduce greenhouse gas emissions.

¹ RCW 70A.15.4060(3)

State CTR Plan flow



INTRODUCTION

The Transportation Demand Management (TDM) Technical Committee develops the State Commute Trip Reduction (CTR) Plan every four years. This 2025-2029 State Commute Trip Reduction (CTR) Plan is an update of the [2019-2023 TDM Strategic Plan](#). The 2019-2023 plan provided outcomes, actions, and indicators for the plan's four-year period.²

The State CTR Plan reports on progress and identifies new and updated outcomes and actions. The new list of outcomes for the 2025-2029 State CTR Plan:

- A. Improve delivery of CTR programs.
- B. Expand CTR market to address equity.
- C. Produce more useful transportation behavior data.
- D. Expand investment and service to advance equity and environmental justice.
- E. Respond to shifting mobility patterns.
- F. Reduce greenhouse gas emissions.

The plan also updates the 2019-2023 TDM Strategic Plan, Goal 1: increase the use of high-efficiency transportation options for commutes.

² [RCW 70A.15.4060\(3\)-\(5\)](#).

Thurston County Regional Planning Council's ruralTransit closing the gap between rural communities in Thurston County.



The structure of the State CTR Program presents a challenge for broad public engagement regarding the State CTR Plan. Notably, the program affects larger employers whose employees travel at peak commute hours, which exempts many employers and community members from participating in the program.

PUBLIC ENGAGEMENT

In seeking feedback for the 2025-2029 plan, WSDOT engaged the following groups:

Group	Description	Engagement
Affected jurisdictions with CTR programs	Affected jurisdictions in WAC 468-63-020 that receive CTR formula funds and implement CTR programs.	WSDOT staff contacted jurisdictions by email with a request to respond to a survey. Staff also hosted two, hour-long office sessions to provide an additional opportunity to give feedback.
Affected jurisdictions without CTR programs	Affected jurisdictions in WAC 468-63-020 that don't receive funds nor operate CTR programs.	WSDOT staff contacted jurisdictions by email with a request to respond to a survey.
Community organizations	Organizations familiar with the State CTR Program and knowledgeable of mobility issues that affect vulnerable populations and overburdened communities.	WSDOT staff contacted two community organizations. Staff offered compensation for their expertise. One organization responded.

The feedback received from the groups above concerned the current plan, as well as the CTR Equity Study to enhance the program and affect future decisions. There were also opportunities throughout the engagement process for individuals and organizations to make comments on the plan through office hours on different days and times, and via email, phone, and survey.

EMERGING TRENDS: EVOLUTION IN A PERIOD OF CHANGE

The transportation industry experienced a significant transition from 2019-2023. This section highlights trends, initiatives, and policies that affected the State CTR Program and its partners during that period. This isn't an exhaustive account of events, but a summary of what influenced the State CTR Program and future state, regional, and local CTR plans.

Shifting mobility patterns

"The data and trends revealed during the pandemic provided valuable insights and confirmation of transit planning assumptions into who continued to use [King County] Metro services and where and when they needed transit."

King County Metro, 2021 System Evaluation, p. 4

The COVID-19 pandemic stimulated remote work, resulting in broad changes in commuters' choice of transportation mode. However, workers experienced these changes differently. Many industries couldn't transition to remote work due to the nature of their work and the need for employees to be physically present in the workplace.

For example, the proportion of commuters (all residents) who drove to work alone in King County in 2023 was 40 percent.³ In contrast, the proportion was 80 percent in the same period for Yakima County.⁴ While both jurisdictions offer a range of job types, King County is home to many companies specializing in professional services, finance, and technology, which are more conducive to remote work. On the

King County metro riders wearing personal protective equipment during the COVID-19 pandemic.



³ [American Community Survey, 2023, King County.](#)

⁴ [American Community Survey, 2023, Yakima County.](#)

other hand, Yakima County hosts more positions involved in agriculture and logistics, which are more likely to require workers on site.

During the COVID-19 pandemic, workers traveling during peak commute hours shifted from transit to another commute mode, perhaps driving alone or remote work. As just one example, King County Metro witnessed some of its largest declines in ridership on peak-only routes (“peak-only” refers to public transportation services that run only during rush hour). However, despite an increase in remote work, the COVID-19 pandemic showed that many workers couldn’t shift to remote work, particularly during non-peak, weekend service. This means many workers in all regions still require safe and reliable access to their jobs through transit.

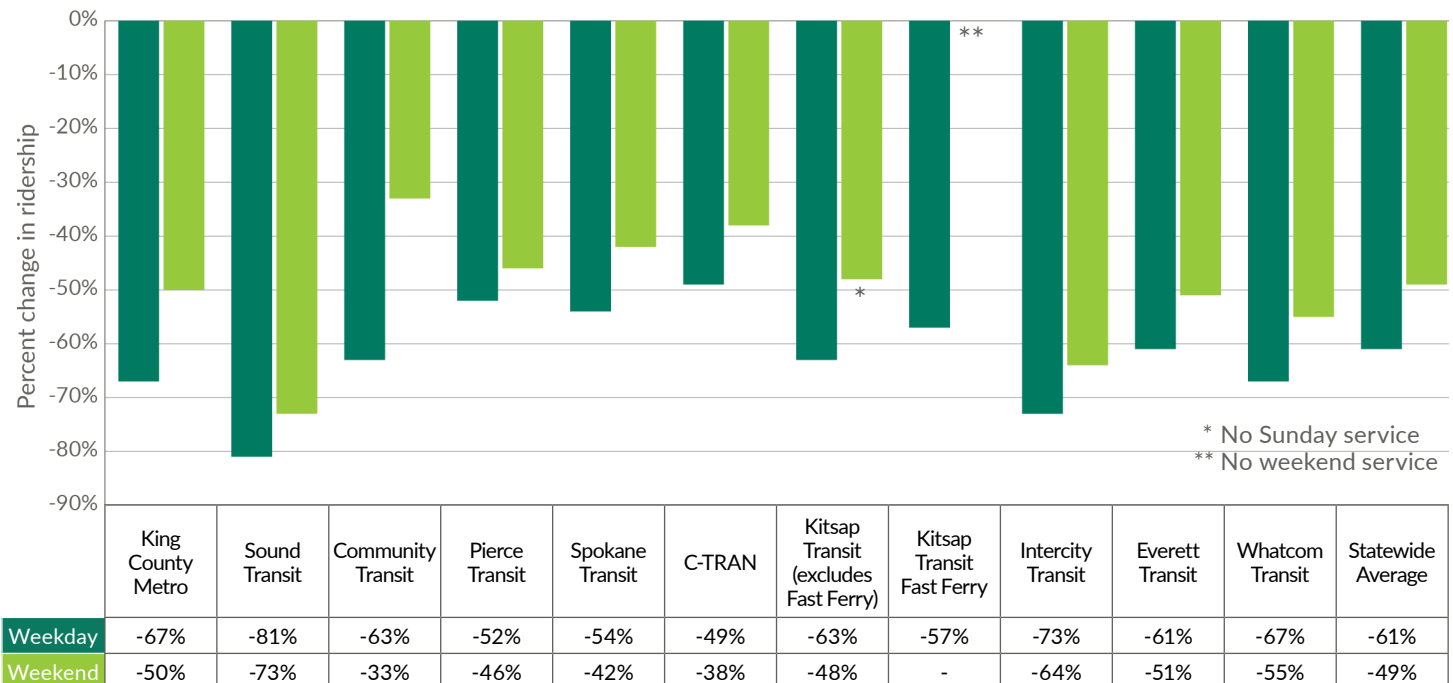
The chart at the bottom of this page demonstrates that ridership decreased across transit agencies during the COVID-19 pandemic, though non-peak travelers, such as shift workers, were more likely to rely on transit for travel and less likely to shift to other modes.

To better respond to these trends, WSDOT convened a working group in December 2020, which developed the [Rethinking Transit and Mobility Report](#). Top recommendations from the report:

- Establish a baseline for minimum service and provide funding to ensure this level of service across the state.
- Apply demographic equity criteria to funding sources to prioritize projects that serve vulnerable and underserved populations.
- Ensure people with special needs can access goods, services and jobs.
- Develop new revenue models for funding public transportation.
- Develop policies and funding sources to support all day transit.

Remote work as a commute mode is variable throughout the state, and its regional prevalence changes the practices and planning of transportation services. Measuring and reporting on remote work trends, as well as programmatic strategies to accommodate it, supports travelers, jurisdictions, and businesses as they adapt to shifting travel patterns. As seen in the graph at the bottom of this page, weekends experienced less change in ridership than weekdays where jobs that transitioned to remote are primarily scheduled. That said, the rise in remote work doesn’t replace the role of transportation options.

2020-2021 transit ridership compared to 2019



Average of daily change in ridership 3/22/20 - 8/22/21 compared to the same day of the week Mar 2019 - Feb 2020.

Mobility partner and community engagement, and an emphasis on equity

In 2021, the Legislature directed the TDM Technical Committee and WSDOT to conduct a review of and recommend updates to the CTR Law.⁵ The committee and WSDOT's review considered accomplishments and challenges of the State CTR Program. In September of that year, the committee and WSDOT sent an initial report to the House and Senate transportation committees with proposed emphasis areas to supplement the existing State CTR Program and expand use of TDM. [The CTR Law Update 2021–Evolution of a Proven Program to Better Address Equity and Climate](#) recommends State CTR Program expansion and three emphasis areas:

- **Support essential workers and people with special transportation needs.** Expand the program to support more multimodal transportation options throughout the state for essential workers; shift workers; and people with special transportation needs, including historically marginalized communities, people with low incomes and/or disabilities, tribes, BIPOC, and residents of rural areas.
- **Address urban congestion.** Strengthen the program by providing current CTR-affected jurisdictions greater flexibility to specifically address congestion at all hours.
- **Enable expansion to new locations.** Provide resources to enable WSDOT and interested local partners to expand CTR beyond current locations to address major congestion anywhere on the transportation system (e.g., congestion during weekends, events, or seasonal activities).

These strategies were synthesized through the Mobility Partnerships Grant, a proposal developed by the CTR Technical Committee to expand access to mobility through TDM. This proposal to the

Legislature was developed during 2019-2023 planning cycle through engagement with CTR implementers; transit agencies and other mobility providers; local and regional planning entities; tribes; cities; counties; business associations; healthcare professionals; clean-air, environmental, equity, and land-use advocates; and other partners.

The TDM Technical Committee and others advanced the proposal in the 2023 and 2024 legislative sessions. While the proposal didn't pass, the committee and its partners remain committed to advancing proposals that compliment CTR while emphasizing equity outcomes.

For the 2025 legislative session, the TDM Executive Board and TDM Technical Committee developed the \$20 million World Cup Mitigation Proposal: TDM/ Human Services Transportation Pilot. The pilot emerged as priority outcome from the board and committee's November 2024 strategic retreat. If approved and funded the pilot would:

- Move 10 million trips to more efficient times, locations, or modes during the year of World Cup.
- Lessen the transportation burden on essential workers and historically underserved populations.
- Engage community members and help them try transportation options and use them before and during World Cup.
- Support continuation of core economic, social, and recreational activities during World Cup.

This pilot would achieve these goals by resourcing regional coalitions, who'd deliver projects before and during the World Cup. This proposal aligns with the 2023 CTR report to the legislature.

Beyond the Mobility Partnerships Grant, TDM/Human Services World Cup Transportation Pilot, the emphasis areas the committee and WSDOT identified through partner engagement, as well as efforts to address equity within existing resources and regulations, demonstrate the TDM community's commitment to increase access to services.

⁵ [SHB 1514 – 2021-22, Sec.4.](#)

Environmental justice, cleaner air, and increased funding for commute trip reduction

WSDOT's definition of environmental justice is:

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, rules, and policies.

WSDOT relies on this definition to inform development, maintenance, and evaluation of programs and projects that have detrimentally affected underserved communities.

In its 2021 session, the Legislature passed the Healthy Environment for All (HEAL) Act.⁶ The act focuses on eliminating environmental and health disparities among communities of color and low-income households. The methods to achieve these outcomes include inclusion of environmental justice in strategic plans of covered agencies and creation of the [Environmental Justice Council](#) to advise state agencies on incorporating environmental justice into their activities.

Guided by the HEAL Act, WSDOT is further integrating environmental justice across the agency to address unfairly high and harmful human health or environmental effects of the agency's programs, policies, rules, budget decisions, and actions.

Aligning with the HEAL Act, the Legislature's 2021 Climate Commitment Act (CCA)⁷ includes provisions to ensure communities in Washington disproportionately affected by climate change and air pollution benefit from cleaner air. The CCA:

- Establishes a cap-and-invest program.
- Directs reduction of criteria air pollutants (i.e., ozone, particulate matter) in overburdened communities.
- Establishes requirements that state agencies invest at least 35 percent of CCA funds in projects that benefit vulnerable populations in overburdened

communities, and at least 10 percent of funds in projects that benefit tribes.

Aligning with the HEAL Act and CCA, in 2022 the Legislature passed its Move Ahead Washington transportation funding package, a 16-year, \$17-billion investment in the state's multimodal transportation system.

The acts and funding package affected state transportation funding and appropriations in the 2023-2025 biennium. This included increasing and expanding the State CTR Program's funding sources by adding the state Climate Transit Programs Account, established through the CCA. Other CTR funding sources include employers, local jurisdictions, the State Multimodal Transportation Account, and the State Vehicle Parking Account.

The State CTR Program takes the guidance from these laws into account while operating within the parameters of the CTR Law.⁸ This law requires the program to focus on employees who commute between 6 and 9 a.m. to worksites with 100 or more employees in certain urban locations. The program supports air quality, with an annual reduction of about 175,000 metric tons of greenhouse-gas emissions. The guidance and funding from the HEAL Act, CCA, and Move Ahead Washington help continue and expand the State CTR Program's pursuit of opportunities to support air quality and environmental justice.

Through drafting the 2025-2029 State CTR Plan, the TDM Technical Committee, WSDOT, and interested partners sought methods to realize the intent of the HEAL Act, direction of the CCA, and the funding requirements associated with Move Ahead Washington.

Equity study

It's a goal of the State CTR Plan to advance equitable outcomes, which is consistent with legislative direction of the HEAL Act. There are unrealized opportunities to improve transportation access for historically underserved populations and communities.

⁶ [SE2SSB 5141 - 2021-22](#), codified in [RCW 70A.02](#).

⁷ [E2SSB 5126 - 2021-22](#).

⁸ RCW 70A.15.4060(3)-(5).

As such, WSDOT commissioned an equity study⁹ in the 2023-2025 biennium to assess the benefits of the State CTR Program for vulnerable populations in overburdened communities and tribes.

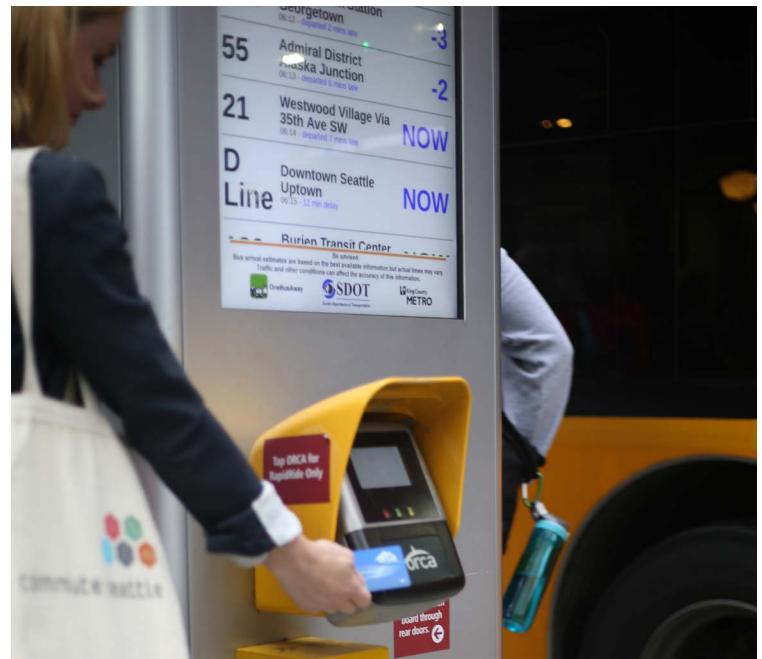
The study's goals were to:

- Provide critical analysis to support the development of equity strategies for both CTR and broader TDM initiatives.
- Inform how the State CTR Program can align with the requirements of the HEAL Act and CCA.
- Inform equity components of 2029-2033 local, regional, and statewide CTR plans.

The study determined that there are “structural challenges within the State CTR Program that hinder its ability to effectively address equity.”¹⁰ These structural challenges relate to the 1991 Legislature’s original focus for the program, which is on large employers with employees commuting between 6 and 9 a.m. in counties with populations over 150,000. Respondents echoed this finding during public engagement, as equity groups often work in retail, hospitality, manufacturing, and service jobs that are CTR exempt due to work hours, size, or location.

Nonetheless, the study found that “the [State] CTR Program is currently being implemented in overburdened communities, which should mean that the environmental benefits of the program are accruing in these communities.”¹¹ The study also found that “certain industries are more prevalent in CTR-affected cities. These industries generally differ from equity industries that are more likely to employ essential workers, employees with disabilities, or shift workers.”¹²

The results of the study demonstrate that CTR programming provides benefits to communities through reductions to vehicle miles traveled, yet services provided by the program don’t reach populations prioritized by the HEAL Act. Accordingly, the 2025-2029 State CTR Plan identifies actions to increase benefits within the parameters of the CTR Law and health equity considerations.



A commuter using their ORCA card to travel around the Central Puget Sound Region.

Resilience and climate change

The transportation system is a source of economic, environmental, and social prosperity for people in Washington. It’s imperative to plan for and invest in:

- Combating climate change.
- Building a transportation system that provides equitable services, improves multimodal access, and supports Washington’s long-term resilience.¹³
- Mitigating, preparing for, and responding to emergencies.

Advancing climate mitigation and adaptive systems is a multidisciplinary pursuit, allowing jurisdictions to pilot and refine strategies according to their environment and needs. Such strategies include transportation-oriented development, housing density, CTR, and active transportation, among others. When jurisdictions apply multiple strategies to a city, county, or region, the result can advance outcomes for social and environmental goals.

This approach yields results, as measured by per capita vehicle miles traveled (VMT) in the chart on p. 9. Despite growth in population, per capita VMT has

⁹ [WSDOT Commute Trip Reduction Program Equity Study](#).

¹⁰ *Ibid.*, p. 4.

¹¹ *Ibid.*, p. 13.

¹² *Ibid.*, p. 19.

¹³ [WSDOT Strategic Plan](#) Resilience goal area.

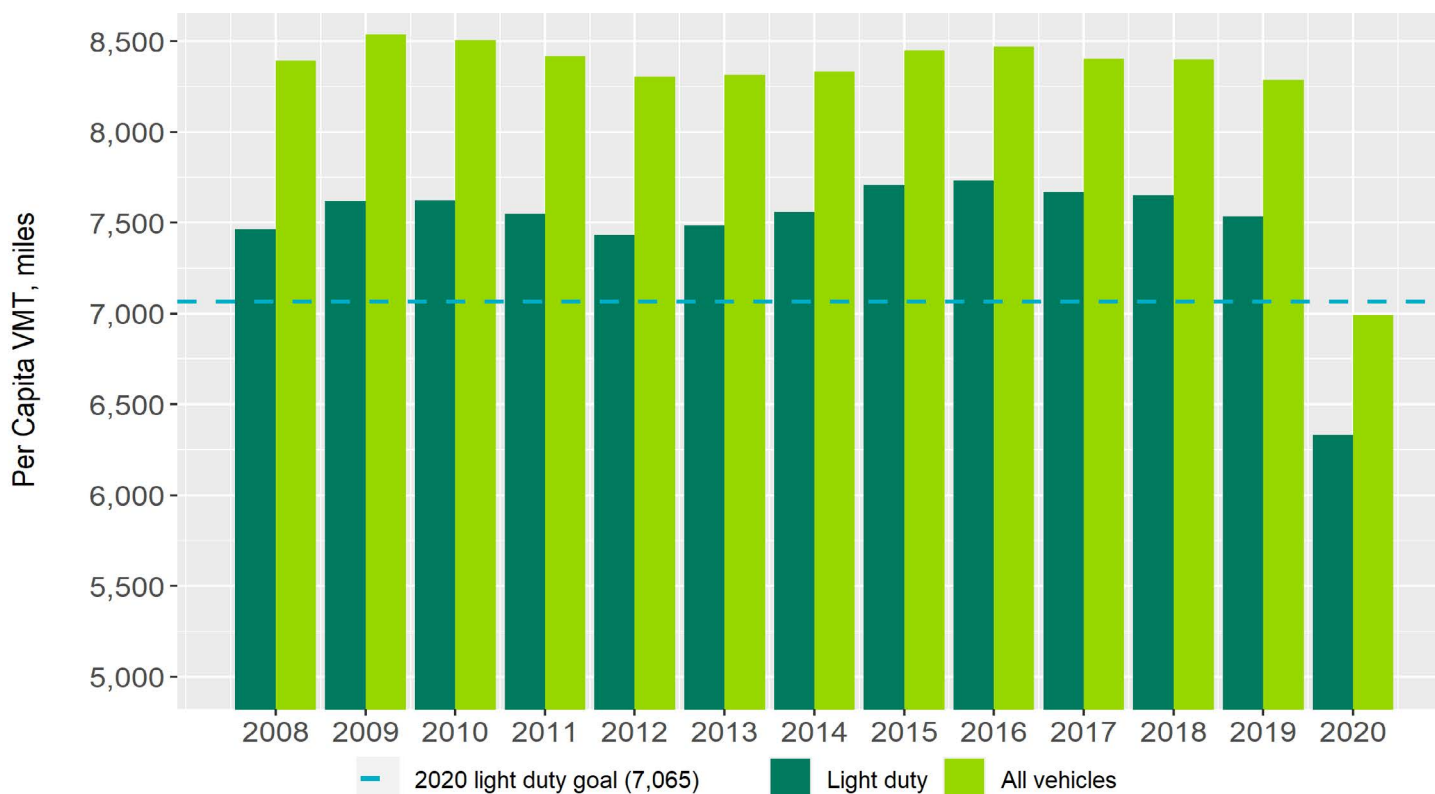
remained consistently flat. This shows positive results from these programs because they've kept VMT lower than they otherwise would be.

Emerging technologies in electrification and micromobility alters vehicles, their operation, and the built environment to support them. Through knowledge and implementation of multiple strategies, many local approaches can develop an adaptive and resilient transportation system.

The State CTR Program advances resilience, combats climate change and enhances healthy communities for all by reducing greenhouse-gas emissions. This outcome reflects a foundational intent of CTR Law. CTR and related TDM programs are a core strategy of greenhouse-gas reduction and drive efficiencies in the transportation system by maximizing the value and service of capital investments. They also reduce air pollution¹⁴ by reducing the need to travel and shifting travel from single-occupancy vehicles to more efficient options.¹⁵

The State CTR Program supports several state efforts related to climate change, including:

- Greenhouse gas-reduction targets and timelines.¹⁶
- WSDOT-adopted statewide goals to reduce annual per capita vehicle miles traveled by 2050.¹⁷
- Transportation Carbon Reduction Strategy, which focuses on ways to reduce transportation greenhouse gas emissions.¹⁸
- 2021 State Energy Strategy and its roadmap for meeting the state's greenhouse gas-emission limits.¹⁹
- Move Ahead Washington transportation package and its expanded requirements for active transportation and improving access for non-motorized transportation.
- State investments in zero-emissions transportation.



¹⁴ 2021 Public Transportation Mobility Report, WSDOT, p. 65.

¹⁵ 2021 Washington Energy Strategy, Washington Department of Commerce, p. 57.

¹⁶ RCW 70A.45.020.

¹⁷ RCW 47.04.440.

¹⁸ 2023 Transportation Carbon Reduction Strategy, Washington Department of Transportation, p. 7.

¹⁹ 2021 Washington Energy Strategy, Washington Department of Commerce, p. 57.

The State CTR Program collects data on mode choice among commuters at major businesses within Washington state. CTR-affected jurisdictions engage in an intensive effort to collect data from and engage businesses in the program.

COMMUTE TRIP REDUCTION PERFORMANCE MEASUREMENT

To ensure accurate data collection, WSDOT manages the process and tool businesses and jurisdictions use when reporting data through a biennial commuter survey and business program report. Commuter surveys collect information about mode choice of commuters. Program reports collect information about the how the business supports transportation alternatives.

From 2021-2023, WSDOT worked with CTR-affected jurisdictions to source and configure a new data collection tool. The prior tool had been in operation since 2006 and scheduled for retirement. The new tool resulted in setting a new data baseline for the program and data collection launched in 2023. Performance measurement results for the current biennium will be available in 2025.

The 2025-2029 State CTR Plan will be updated with performance measurement results pending the completion of the survey cycle and analysis by WSDOT.

GOAL, PERFORMANCE TARGET, OUTCOMES, ACTIONS, AND INDICATORS

This section includes the following for the 2025-2029 State CTR Plan:

- Goal.
- Statewide drive-alone performance target.
- Updated outcomes, actions, and indicators from the 2019-2023 TDM Strategic Plan.
- New outcomes, actions and indicators.

Goal

Increase the use of high-efficiency transportation options for commutes. Respond to legislative direction to advance environmental justice.

Statewide drive-alone performance target

Statewide drive-alone rate of 60 percent or less on average for CTR-affected jurisdictions by June 2029.²⁰

Updated outcomes, actions, and indicators

The table beginning on p. 12 contains outcomes actions, and indicators from the 2019-2023 TDM Strategic Plan, updated for 2025-2029. Progress reports on past outcomes are in the table. WSDOT and the TDM Technical Committee developed these outcomes through engagement CTR partners.

New outcomes, actions, and indicators

The table beginning on p. 15 proposes and explains the need for new outcomes for 2025-2029.

²⁰ [TDM Technical Committee March 2023 meeting minutes.](#)

Updated outcomes, actions, and indicators

Outcome A: Improve delivery of CTR programs.

Throughout the 2019-2023 plan cycle, the TDM Technical Committee, jurisdictional implementers, and WSDOT pursued programmatic changes to benefit performance, advance customer experience, streamline program administration, and address resource constraints. The committee, implementers, and WSDOT will continue these improvements in 2025-2029.

Actions	Indicators
1. Maintain and advance knowledge of and access to CTR resources among affected jurisdictions and their worksites. <ol style="list-style-type: none"> Build expertise and strengthen the community of practice with a focus on CTR implementers and their ability to engage worksites. (TDM Technical Committee, jurisdictional implementers, WSDOT) Develop a qualitative report of engagement activities performed in Spring 2025, evaluating how the program may improve outreach to advance its outcomes, as well as whether program implementers desire outreach standards. (WSDOT) 	<ul style="list-style-type: none"> Increase in resources allocated to multimodal transportation options at worksites throughout the state.
2. Improve effectiveness of technology used to support CTR. <ol style="list-style-type: none"> Complete a review of current technologies used to support ridesharing, marketing, incentives and other CTR functionality in the 2023-2025 biennium. (WSDOT) Determine an updated approach to these technologies and the state's role. (TDM Technical Committee, WSDOT) Implement this updated approach in 2025-2029. (TDM Technical Committee, jurisdictional implementers, WSDOT) 	<ul style="list-style-type: none"> Increase in satisfaction of CTR project administrators with technologies. Increase in public enrollment and use.
3. Identify additional CTR-affected jurisdictions and support their onboarding. <ol style="list-style-type: none"> Review whether jurisdictions identified in the WAC qualify for the State CTR Program in the 2023-2025 biennium. (WSDOT) 	<ul style="list-style-type: none"> Improvement in process of reviewing and orienting CTR-affected jurisdictions.
4. Identify additional CTR-affected worksites. <ol style="list-style-type: none"> Expand access to TDM through affected worksites. (Implementing jurisdictions) Collaborate with jurisdictions to better understand Environmental Health Disparity rankings of affected worksites to improve development. (WSDOT) 	<ul style="list-style-type: none"> Increase in count of CTR-affected worksites. Development of unique strategies for worksites affected by environmental conditions.
5. Update CTR budget and funding formula by June 2029. <p>Progress report: The TDM Technical Committee updated the State CTR Program budget in 2023 and will consider the budget for update again in 2025. The committee won't change the 2025 budget until 2029.²¹</p> <ol style="list-style-type: none"> Update the funding formula to assess alternatives that advance equitable outcomes. (TDM Technical Committee, WSDOT) 	<ul style="list-style-type: none"> Action-based: Update to the budget review process.

²¹ [TDM Technical Committee May 2023 meeting minutes.](#)

Updated outcomes, actions, and indicators (continued)

Outcome B: Expand the CTR market to address equity.

Provide TDM services in more places, to more people, with a focus on vulnerable populations in overburdened communities and tribes. Pursue legislation and funding necessary to expand services.

Actions	Indicators
<p>1. Support adoption of the Mobility Partnerships Grant proposal.</p> <p>Progress report: The Mobility Partnerships Grant proposal would create a new state grant program focused on TDM and mobility for vulnerable populations in overburdened communities and tribes. The grant program would complement the State CTR Program and TDM projects funded locally and through the state's Regional Mobility Grant Program.</p> <p>This proposal emerged through extensive partner engagement in the 2019-2023 plan cycle to realize a consistent value for CTR practitioners. Funding requirements support and elevate the proposal. The Legislature considered the grant program proposal in the 2023 session, but didn't include the proposal in the state's transportation budget. TDM partners indicated that they plan to continue to pursue the proposal.</p> <p>i. Continue to pursue the Mobility Partnerships Grant proposal. (Jurisdictional implementors, TDM partners)</p>	<ul style="list-style-type: none"> • Increase in partner support to realize legislative authorization of and funding allocation for the Mobility Partnership.
<p>2. Extend and improve CTR tax credit program</p> <p>i. Explore and implement strategies to advance adoption of the CTR tax credit that further reduces the drive-alone rate of commuters. (TDM Technical Committee, WSDOT)</p>	<ul style="list-style-type: none"> • Increase in application count among small businesses, pending tax credit extension by June 2025.
<p>3. Pursue Regional Mobility Grant Funding</p> <p>i. Submit applications for state Regional Mobility Grant funds to support TDM projects focused on equity. (Jurisdictional implementors)</p>	<ul style="list-style-type: none"> • Increase in count of TDM grant applications. • Amount of new grant awards.
<p>4. Increase awareness of and access to grants that support transportation demand management programs.</p> <p>i. Educate and build skills in pursuing grant awards that support transportation programs for the non-CTR affected population. (WSDOT)</p> <p>ii. Seek development of new funding and grant opportunities to expand and support TDM programs beyond the CTR-affected population. (TDM Technical Committee, WSDOT)</p> <p>iii. Integrate principles of equitable funding distribution and grant design, when feasible. (WSDOT)</p>	<ul style="list-style-type: none"> • Increase in count of grant applications to TDM grant programs. • Increase in new grant awards.

Updated outcomes, actions, and indicators (continued)

Outcome C: Produce more useful transportation behavior data

Monitor, evaluate, and improve data collection. Operate performance measurement tools through means that generate high-quality data, lower administrative burdens, and improve user experience.

Actions	Indicators
<p>1. Maintain and evaluate data collection tools and analytics to lower the drive-alone rate.</p> <ul style="list-style-type: none">i. Develop and refine data analysis, visualizations, and communications to support behavior change strategies through implementation of data analytics tools in the new CTR survey application. (WSDOT)ii. Present options for collecting demographic data to the TDM Technical Committee for consideration and to support the development of outreach strategies to targeted populations. (WSDOT)	<ul style="list-style-type: none">• Improvement in user satisfaction with data collection tools and data analysis.

New outcomes, actions, and indicators

Outcome D: Expand investment and service to advance equity and environmental justice.

The TDM Technical Committee submitted The Commute Trip Reduction Law Update 2021– Evolution of a Proven Program to Better Address Equity and Climate to the Legislature in 2021. The report explored methods to increase access for travelers beyond those affected by the CTR law.

Beyond this effort, the Legislature passed the 2021 Move Ahead Washington transportation funding package, which requires investments in vulnerable populations in overburdened communities and tribes.

The CTR program's priority to expand equity and the Legislature's funding mandates require separate actions, but both expand access to transportation programs.

Actions	Indicators
1. Research, evaluate, and implement strategies that address environmental justice in alignment with the CCA requirements. <ol style="list-style-type: none"> Research, implement, and evaluate strategies that may address requirements to serve vulnerable populations in overburdened communities and tribes, in alignment with funding priorities and requirements of Move Ahead Washington and the CCA. (WSDOT) 	<ul style="list-style-type: none"> Increase in resources to support development of strategies, including case studies, discussion, and guidance regarding strategies for serving vulnerable populations in overburdened communities.

Outcome E. Respond to shifting mobility patterns.

In response to the COVID-19 pandemic, many employers shifted expectations for employees to physically report to an office. While the prevalence of telework is clear, the lasting effect on travel mode choice among CTR-affected workers may be in transition for some time and change regionally. Regardless of local changes, the CTR program must adapt to changing conditions.

Actions	Indicators
1. In the 2025-2029 biennium, investigate whether or how priorities for TDM shift in response to changing commute patterns. <ol style="list-style-type: none"> Shift focus of transportation services, infrastructure, and policy priorities based on transitions in commuting behaviors. (TDM Technical Committee, jurisdictional implementors, WSDOT) 	<ul style="list-style-type: none"> Action-based: Investigation through engagement and CTR-data collection.
2. In the 2025-2029 biennium, investigate whether or how CTR guidance and program strategies should accommodate worksites that have changed their commuting practices. <ol style="list-style-type: none"> Issue guidance that supports jurisdictions and worksites in reducing the drive-alone rate, within the boundaries of the CTR law and as needed. (WSDOT) 	<ul style="list-style-type: none"> Action-based: Conduct engagement and monitor local/regional planning efforts, which will inform the investigation.
3. Prepare for the 2025-2029 plan cycle. <ol style="list-style-type: none"> Review results of investigation into shifting mobility patterns. (TDM Technical Committee, WSDOT) Identify whether or how program guidance should adapt in the 2025-2029 plan. (TDM Technical Committee, WSDOT) 	<ul style="list-style-type: none"> Action-based: Summarize results of engagement and data collection and determine guidance/rules for accommodating worksites.

New outcomes, actions, and indicators (continued)

Outcome F: Reduce greenhouse gas emissions

The State CTR Program encourages use of TDM across the state, which reduces greenhouse gas emissions by encouraging use of non-drive alone modes.

Actions	Indicators
<p>1. Advance the CTR program through encouraging mode shift from single-occupancy-vehicle travel.</p> <ul style="list-style-type: none"> i. Adapt TDM strategies to context. (WSDOT) ii. Provide a large menu of strategies to partners to encourage adoption of strategies. (WSDOT) 	<ul style="list-style-type: none"> • Decrease in greenhouse gas emissions as measured in the CTR data collection tool.
<p>2. Use data generated by the State CTR Program to demonstrate greenhouse gas measurement and progress.</p> <p>Background: The State CTR Program's data collection tool solicits information about commute modes, vehicle miles traveled, and vehicle fuel type. The resulting greenhouse-gas measurement can be tracked for worksites, jurisdictions, and the state.</p> <ul style="list-style-type: none"> i. Synthesize this data as needed with other environmental information that advances the objectives of jurisdictions in improving their transportation system. (WSDOT) 	<ul style="list-style-type: none"> • Increase in use of analytics generated by the CTR data collection tool to demonstrate greenhouse-gas reduction progress and effects of the transportation system on vulnerable populations

ACRONYMS

CCA	Climate Commitment Act
CTR	Commute trip reduction
HEAL Act	Healthy Environment for All Act
RCW	Revised Code of Washington
TDM	Transportation demand management
VMT	Vehicle miles traveled
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

WEBSITES FEATURED

2019-2023 TDM Strategic Plan	https://st2.ning.com/topology/rest/1.0/file/get/1485266090?profile=original
RCW 70A.15.4060	https://app.leg.wa.gov/rcw/default.aspx?cite=70A.15.4060
American Community Survey, 2023	https://data.census.gov/table?q=b08006+Seattle+Washington&y=2023
American Community Survey, 2023	https://data.census.gov/table?q=b08006%20Union%20Gap%20Yakima%20County
2021 System Evaluation	https://kingcounty.gov/so-so/dept/metro/about/data-and-reports/-/media/king-county/depts/metro/documents/about/data-and-reports/2021/system-evaluation.pdf
Rethinking Transit and Mobility: Adapting to the COVID crisis while responding to the climate crisis	https://wsdot.wa.gov/sites/default/files/2021-11/PT-Report-RethinkingTransit-2021.pdf
The Commute Trip Reduction Law Update 2021 – Evolution of a Proven Program to Better Address Equity and Climate	https://tdmboard.com/wp-content/uploads/2022/03/2021-09-23-TDM-Tech-Comm-Final-CTR-Program-Report-September-2021.pdf
SHB 1514 – 2021-22, Sec. 4	https://lawfilesext.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/House/1514-S.SL.pdf?q=20230629072147#page=5
Mobility Partnerships Grant proposal	https://tdmboard.com/wp-content/uploads/2023/03/WSDOT_Mobility_Partnerships_Flyer_Round-3-logos.pdf
WSDOT's definition of environmental justice	https://wsdot.wa.gov/about/environmental-justice
Environmental Justice Council	https://waportal.org/partners/home/environmental-justice-council
E2SSB 5141 - 2021-22	https://lawfilesext.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5141-S2.SL.pdf?q=20230629103238
RCW 70A.02	https://app.leg.wa.gov/rcw/default.aspx?cite=70A.02
E2SSB 5126 – 2021-22	https://lawfilesext.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5126-S2.SL.pdf?q=20230629104044
WSDOT Strategic Plan	https://wsdot.wa.gov/about/secretary-transportation/strategic-plan
2021 Public Transportation Mobility Report, WSDOT, p. 65	https://tdmboard.com/wp-content/uploads/2023/02/2021-Public-Transportation-Mobility-Report.pdf#page=53
2021 Washington Energy Strategy, Washington Department of Commerce, p. 57	https://www.commerce.wa.gov/wp-content/uploads/2020/12/Washington-2021-State-Energy-Strategy-December-2020.pdf#page=57
RCW 70A.45.020	https://apps.leg.wa.gov/rcw/default.aspx?cite=70A.45.020
RCW 47.04.440	https://apps.leg.wa.gov/rcw/default.aspx?cite=47.01.440
TDM Technical Committee March 2023 meeting minutes	https://tdmboard.com/wp-content/uploads/2023/05/2023-04-05_TDM-Tech-Comm-Meeting-Minutes.pdf
TDM Technical Committee May 2023 meeting minutes	https://tdmboard.com/wp-content/uploads/2023/06/2023-05-03_TDM-Tech-Comm-Meeting-Minutes-OPT.pdf

ADA/TITLE VI

ENGLISH

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

ESPAÑOL

Notificación de Título VI al Público

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어 – KOREAN

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시시오.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각 장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский – RUSSIAN

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

ADA/Title VI (continued)

tiếng Việt – VIETNAMESE

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phối Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العَرَبِيَّة – ARABIC

العنوان 6 إشعار للجُمهور

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964 ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OECR) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى و/أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم 705-7090 (360).

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: 855-362-4ADA (4232) يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 – CHINESE

《权利法案》Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – SOMALI

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraa Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

TRANSLATION SERVICES

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-705-7921 or email us at: PubTrans@wsdot.wa.gov

Español - Spanish

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-705-7921, o envíe un mensaje de correo electrónico a: PubTrans@wsdot.wa.gov

tiếng Việt-Vietnamese

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-705-7921, hoặc email cho chúng tôi tại: PubTrans@wsdot.wa.gov

한국어-Korean

번역 서비스 영어로 소통하는 것이 불편하시다면 360-705-7921, 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: PubTrans@wsdot.wa.gov

русский-Russian

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-705-7921, или написав нам на электронную почту: PubTrans@wsdot.wa.gov

Arabic - أَرَبِيَّة

خدمة الترجمة

إذا كنت تواجه صعوبة في فهم اللغة الإنجليزية، يمكنك طلب خدمة الترجمة مجاناً عن طريق الاتصال بالرقم 360 (705-7921) أو إرسال بريد إلكتروني إلى: PubTrans@wsdot.wa.gov

Af-soomaaliga - Somali

Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-705-7921 ama iimayl noogu soo dir: PubTrans@wsdot.wa.gov

中文 - Chinese

翻译服务

如果您难以理解英文，则请致电：360-705-7921，或给我们发送电子邮件：PubTrans@wsdot.wa.gov，请求获取免费语言援助服务。



MORE INFORMATION

Patrick Green

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