

Commute Options Annual Update

Commute Trip Reduction Program

Commute Trip Reduction Program Aims to Reduce Drive Alone Rates

The Washington State Legislature passed the Commute Trip Reduction (CTR) Law in 1991, incorporating it into the Washington Clean Air Act. The goals of the CTR Program are to reduce traffic congestion, air pollution, and fuel consumption by working with local jurisdictions and major employers to reduce drive-alone commuting. Nearly 1,200 worksites in Washington State participate in the program.

How does Commute Trip Reduction work?

The CTR program's results are achieved through collaboration between local jurisdictions, employers, and WSDOT. State funds for the CTR program are compounded through additional investments made by local jurisdictions and employers. Employers are required to develop a commuter program designed to achieve reductions in vehicle trips and may offer benefits such as subsidies for transit fares, flexible work schedules, telework opportunities, or other tailored options.

What is WSDOT's role?

WSDOT provides technical assistance to jurisdictions and employers to help implement their CTR program. Technical assistance includes training, support administration of the data tools, and maintaining networks of partners and documentation on Best Practices.

Washington State Continues to Reduce Drive Alone Rate

Washington and Oregon were the only states where the percentage of people driving alone to work decreased between 1990 and 2000. In Washington State, the percentage of people who drove alone to work decreased slightly from 73.9% to 73.3%. Nationally, drive-alone commuting increased 3.4% during the decade.

At the 430 worksites that have participated in the CTR Program since 1993, the drive-alone rate dropped from 68.2% in 1993 to 61.6% in 2007. All CTR commuters statewide reduced more than 4,000 tons of air pollution in 2007 through the choices they made. They also reduced petroleum consumption by about 7.9 million gallons and 74,000 tons of carbon dioxide (CO₂), saving them over \$23.7 million in fuel costs (at \$3.00 a gallon for gasoline).

Commute Trip Reduction Sites in Washington

The number of employees participating has continued to grow since 1995 when the program recorded a reduction of nearly 8,500 average daily trips. In comparison, CTR sites in 2007

Performance Highlights:

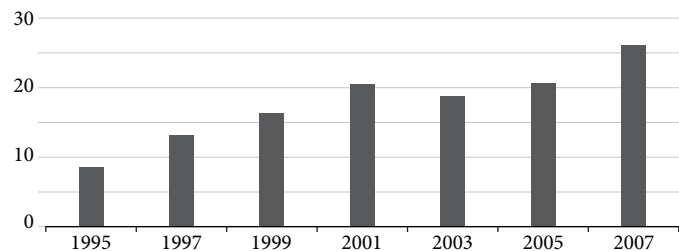
In 2007, Commute Trip Reduction participants reduced nearly 26,000 drive alone trips daily.

Washington State is one of only two states to witness a decline in Drive-Along rates from 1990-2000.

showed a reduction of nearly 26,000 average daily trips. From 2005-2007 the average number of reduced trips grew by 26% from 20,673 in 2005 to 26,037 in 2007. Since 1995, employee use of commute alternatives at CTR sites statewide has grown from 30% to nearly half of all eligible employees.

Average Number of Morning Trips Reduced per Day From Sites with Measurement Surveys, Fiscal Years 1995-2007

Number in Thousands



Data Source: WSDOT Commute Options Program

WSDOT Internal Commute Trip Reduction Program

In 2006, WSDOT had 2,009 registered (28% of the Full-Time-Equivalency [FTE] workforce) CTR participants with an average one-way daily commute of 18 miles (a total of over 36,000 one-way daily commute miles). Based on the electronic tracking system used by CTR participants, these WSDOT employees removed a total of 215,871 annual commute trips from Washington's roadways during the year.

WSDOT Commute Alternative Usage, 2006

Mode	Participants	Trips Reduced
Carpool	829	96,131
Transit	520	40,411
Bike	279	20,275
Vanpool ¹	156	20,503 ¹
Compressed Work Week	50	18,107
Walk	113	15,730
Train	53	3,296
Telework	9	1,388
TOTAL	2,009	215,871

Data Source: WSDOT Commute Trip Reduction Tracking System

¹ Includes Full and Part Time Vanpools

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Commute Trip Reduction Efficiency Act

Commute Trip Reduction Efficiency Act

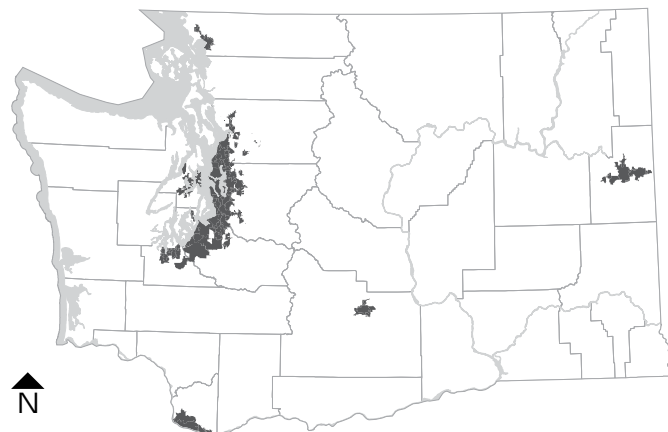
During the 2006 Legislative session, Washington’s Legislature passed the CTR Efficiency Act (ESSB 6566) based on recommendations from the CTR Task Force’s 2005 Legislative performance report. The report noted that fewer Washingtonians were driving alone to work, but that the CTR program could be improved, resulting in an increase in participation levels. The changes focused on targeting urban corridors with heavily congested state highways, rather than including counties by population. This allows for greater planning coordination between local jurisdictions, regional organizations, and the state, and an increase in local flexibility for required and voluntary parties.

Amendments Provide for the Development of Growth & Transportation Efficiency Centers

Generally, the Task Force’s recommendations proposed modest, incremental changes to the current program. The most substantive changes focus on the establishment of a voluntary program for urban-scale employment and residential activity centers. The adoption of Growth and Transportation Efficiency Centers (GTEC) is a local priority in 14 communities for reducing drive-alone trips in congested state highways and urban corridors. The GTEC’s will serve as a modern, multi-modal hubs giving commuters a greater variety of integrated transit options when commuting to and from the urban core of a city, whether they choose to use high-speed buses, vanpools, or light rail.

The performance of pre-GTEC activity centers in Washington State was one of the primary reasons for this significant change: the trip reduction rate for CTR worksites in designated urban centers in the Puget Sound is 6.0 reduced trips per 100 employ-

Designated Urban Growth Areas under the Commute Trip Reduction Efficiency Act



Data Source: WSDOT Commute Options Program

ees, outperforming those worksites outside the original activity centers, which reduce trips at a rate of 3.9 reduced trips per 100 employees.

The GTEC voluntary program is designed to be flexible enough for local jurisdictions to craft their own solutions to reducing drive-alone trips. The concept builds upon a similar system implemented in the Lloyd District of Portland, Oregon. The change in the CTR statutes provides a financial incentive and formalizes the state’s prioritized interest in supporting the success of those centers.

For more information on the GTEC program and other program changes, visit WSDOT’s CTR Efficiency Act webpage at: www.wsdot.wa.gov/TDM/CTR/efficiency.htm.

How the Commute Trip Reduction Program is Changing

Effective January 1, 2008

	Previous CTR Program	Current (Modified) CTR Program
Participation Criteria	County population over 150,000	Congested highway corridors > 100 person hours of delay
Locations	County-wide (ten counties)	Urban growth areas
Membership	Major employers (over 100 employees) in ten counties required to participate	Major employers (over 100 employees) in urban growth areas required to participate; in voluntary centers, smaller employers and residents may participate
Program Oversight	28 member CTR Task Force establishes policy, provides guidance,	16 member CTR Board establishes policy and provides guidance and allocates funding
Performance Goals	All employers have same performance targets	Employer goals may vary based on local and regional objectives beyond the state minimum target
Performance Review	Worksite programs reviewed each year	Worksite programs may be reviewed every two years
Planning Requirements	No planning required	Coordination with transportation and growth planning required

Source: WSDOT Commute Options Program

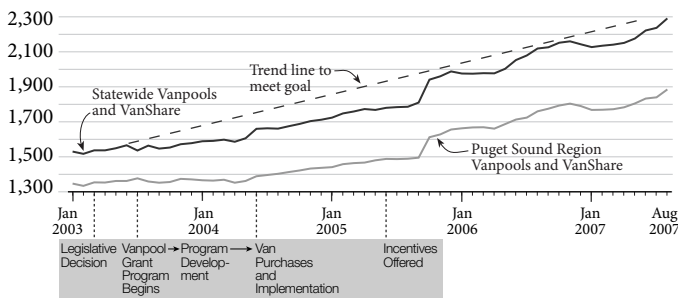
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Vanpool Programs

Nation's Largest Vanpool Program Sees 44% Ridership Growth Since 2003

With 2,291 vanpools in operation as of August 2007, Washington's vanpool program is the largest and most successful in the nation, accounting for more than 40% of public vanpools in the US. This number includes 577 vans recently purchased by WSDOT, which represents a 46% increase in the number of operating vanpools over 2003. The number of commuters in vans has also increased to 18,636 average daily riders, an increase of 44% since 2003. In 2006, vanpools carried 6.9 million passenger trips, eliminated an estimated 23.8 million drive-alone miles, and 9.5 million gallons of fuel were conserved because of the use of public vanpools statewide.

Number of Public Vanpools Operating in Washington State January 2003 to August 2007



Data Source: WSDOT Vanpool Database

Public Vanpools Operating in Washington State 2003-2007

Year	Number of Operating Vanpools and VanShares	Annual % Change
June 2003	1,566	N/A
June 2004	1,660	6%
June 2005	1,780	7.2%
June 2006	2,053	15.3%
June 2007	2,222	8.2%

Source: WSDOT Vanpool Database

In the 2003 - 2005 biennium, the Legislature funded the vanpool program at \$4 million. The 2005-07 biennium, funding was increased to \$5 million. Demand exceed supply and the 2006 Legislature added \$3.9 million to the program. In 2007, the Legislature funded the program at \$8.6 million. Vanpooling's impact on congestion mitigation and emission reductions continue to grow because of strong legislative support. In turn, this support builds off the successful programs developed by the transit systems.

Eastern Washington Vanpools Continue to Grow

Washington State's continued success in growing the size and level of ridership in public vanpools is not limited to the central Puget Sound region. Transit Authorities in Eastern Washington have successfully grown vanpool programs over the years. Despite larger service areas, infrastructure, and funding constraints, these transit authorities share the success of the central Puget Sound operations.

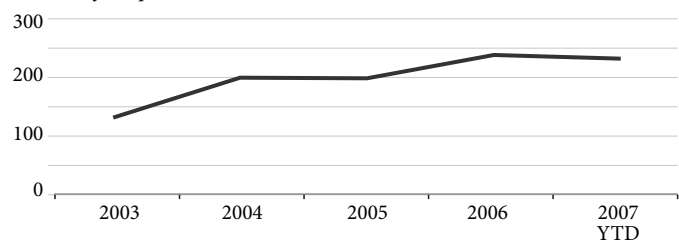
Ben Franklin Transit

As of August 2007, over 230 vanpools operated in Ben Franklin Transit's fleet (which services Franklin and Benton counties). These vanpools serve customers in both Washington State and Idaho, over a five county radius, and 18 cities. Despite a variety of factors that encourage drive-alone commuting, including lack of perceived interest from potential private partners and an abundance of parking, the number of vanpools in service continues to grow: since 1983, the number of vanpools has grown nearly 17-fold to their current levels in 2007. The program owes its success to efficiency and reliability, including one-on-one customer outreach, 24 hour turnaround on van repairs and Ben Franklin Transit's continued involvement with the statewide vanpool program.

Ben Franklin Vanpool Operations

2003 - 2007 YTD

Number of Vanpools



Data Source: WSDOT Public Transportation Division.

Columbia County Public Transportation

Columbia County currently has six vanpools in operation with a total of 11 vans in their fleet. These vanpools account for the reduction of 20,900 passenger trips off of Washington's highways in 2006. Washington State, Idaho and Oregon, as well as six counties and eight cities are served by these vanpools.

In order to meet customer demand, Columbia County quickly developed a vanpool program, became a County Transportation Authority, and joined the Washington State Transit Insurance Pool - all in just 4 months. In order to accomplish this, they borrowed vans (they lacked a budget to buy vans), solicited vanpool program mentors who provided operational guidelines and advice, and transitioned from a volunteer non-profit agency to a full county wide transit authority.

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Additional Programs for Commute Options

Trip Reduction Performance Program Saves Nearly 1.1 Million Commute Vehicle Trips

The 2003 Legislature created the Trip Reduction Performance Program (TRPP) to provide incentives or compensation to public and private organizations that implement and administer sustainable, cost-effective projects that increase the capacity of the transportation system by reducing the number of vehicle trips and miles traveled for commute purposes. A total of \$1.5 million was available for the 2007-2009 program in Round 1 with an additional \$1.0 million made available to participants as a one time allocation to help meet some of the un-met demand identified in Round 1. A list of selected projects is available online at: <http://www.wsdot.wa.gov/TDM/TRPP/SelectedProjects.htm>

2005-2007 Biennium Program Results

A total of 18 projects were selected for funding. Of the 18, 15 were completed. Four of the projects exceeded their goal of reducing a set number of trips. The City of Redmond's Employer Commuter Club project accounted for 67% of all the trips reduced during the 2005-2007 time frame. The City of Redmond's project allowed Redmond area employers to use the popular R-TRIP commute calendar system to offer incentives to their employees beyond R-TRIP's one-time-only start-up incentives.

Statewide, the overall TRPP exceeded the proposed trip reductions by over 36%. Over the course of the two year period, the individual projects removed nearly 1.1 million commute vehicle trips from the highway system. The cost incurred for each trip removed was 93¢.

Park and Ride Lots

Washington State's park and ride lots remain a popular means for accessing transit. Park and Ride lots are constructed and administered by a variety of agencies, including WSDOT. The occupancy rate at some of the most popular lots meets or exceeds 100% capacity on a daily basis. The unreliability of finding parking spaces discourages expanded use of vanpools and transit, leading to a reduction of efficiency on the transportation system.

WSDOT continues to partner with other government and transit agencies to provide funding and support for the expansion of existing or planned park and ride lots through its Regional Mobility Grant Program (additional information on the program is available online at: http://www.wsdot.wa.gov/TDM/Mobility/regmob_grant_program.htm). Finally, WSDOT continues to develop a park and ride facility policy for measuring performance. Developments on this policy will be included in future editions of the Gray Notebook.



With Growth Transportation Efficiency Centers, more people could access centers for work and shopping such as the city of Vancouver above



Carpooling remains an excellent commute option for workers. HOV lanes like this one on SR 16 in Tacoma help to reduce drive alone commuting on congested corridors



This Intercity Transit vanpool from Thurston County is one of the 2,222 vanpools and vanshares currently operating in Washington State