

EXECUTIVE SUMMARY

Reduced Transportation Demand Needed to Meet Governor's Targets

Introduction

The Washington State Legislature passed the Commute Trip Reduction (CTR) Efficiency Act during the 2006 session based on recommendations from the CTR Board's 2005 Legislative report.

Beginning in March 2006, the CTR Board, local jurisdictions, regional transportation planning organizations, transit agencies, employers, and others began implementing the new requirements of the legislation.

The most significant changes to the CTR law include:

- Focusing the program on congested highway corridors
- Increasing planning coordination among local, regional, and state levels
- Providing flexibility to local jurisdictions to develop customized trip reduction programs in key employment and residential centers
- Streamlining the CTR Task Force into a smaller, more policy-oriented CTR Board

This interim report provides updates on the CTR Efficiency Act, CTR Program Results, Transportation Demand Management – Strategies for Schools Study, development of the Growth and Transportation Efficiency Center program, implementation of CTR Efficiency Act, the Vanpool Investment Program, the Trip Reduction Performance Program, Climate Change, and Construction Mitigation as it relates to CTR. A full legislative report on these topics is scheduled for January 2009.

Jurisdictions Set New Goals

Since the passage of the Efficiency Act in 2006, WSDOT, the CTR Board, local jurisdictions, regional transportation planning organizations, transit agencies, employers, and others have implemented the CTR law's new requirements. All

of the state's participating cities and counties have set two goals for their affected urban growth areas:

1) Reduce Drive-Along Trips

Reduce the number of drive-alone commute trips to CTR worksites by 10 percent by 2011. This goal, if achieved, would help these communities and the state keep vehicle traffic to CTR worksites at 2007 levels, while adding additional jobs and residents.

2) Reduce Vehicle Miles Traveled

Reduce the number of vehicle miles traveled to CTR worksites by 13 percent by 2011. This goal, if achieved, would help these communities and the state down the path to achieving Governor Gregoire's goals for reductions in greenhouse gas emissions by 2020.

For further updates on the CTR Efficiency Act, see page 10.

CTR Program Achieves Record Results

The employee drive-alone rate at CTR worksites has decreased considerably. The percentage of people who drove alone to work to CTR worksites declined from 70.9 percent in 1993 to 65.5 percent in 2007, a decrease of more than five percent. The effects of these individual choices supported by the CTR Program be seen in statewide numbers as well.

The miles of travel to CTR sites have also decreased significantly. Statewide, employees' round-trip commutes to CTR worksites accounted for just over 2.4 billion vehicle miles traveled (VMT) in 2007. Without the changes in employee travel, the commute VMT to these sites would have been 6.7 percent higher – an estimated difference of nearly 170 million miles.

For more on the results of the CTR Program, see page 4.

Reducing Auto Trips Around Schools

In 2007, the Washington State Legislature asked the Washington State Department of Transportation (WSDOT) to conduct a study, develop strategies and make recommendations to reduce auto congestion around schools.

Phase 1 of the study includes a literature review summarizing the state of knowledge about the subject and helped to identify models and strategies. The models that were identified guided the statewide search for potential programs of interest to examine and learn from in Phase 2.

For more information on the Strategies for Schools Study, see page 11.

14 Areas Seek to Develop GTECs

In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act which requires local governments in urban growth areas experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single occupant vehicle commute trips. The new law contained the framework for the creation of a new Transportation Demand Management (TDM) concept called a Growth and Transportation Efficiency Center (GTEC).

In October 2007, 14 jurisdictions applied for state funding by submitting their GTEC plans to the CTR Board. Using its funding policy and prioritization criteria, the Board reviewed and scored each plan, ultimately selecting seven jurisdictions as the most likely to successfully advance the program's goals.

For more information on GTECs, see page 12.

Vanpool Ridership Up 41%

In 2003, the state legislature developed a 10-year transportation plan allocating \$30 million in grant funds to expand the vanpool program statewide. The funds were designated for public transit agencies and could only be used for capital costs associated with placing new vans on the road, or as incentives for employers to increase employee vanpool use. Since 2003 over \$12 million has been invested to purchase 577 vans for 20 transit agencies.

Vanpooling in Washington in 2006 resulted in over 6.7 million passenger trips and was estimated to save 23.8 million single occupant vehicle miles and 9.5 million gallons of fuel

For more information on the Vanpool Investment Program, see page 14.

Entrepreneurs Exceed Trip Reduction Goal by 27%

The 2003 Washington State Legislature created the Trip Reduction Performance Program (TRPP) to

pay organizations that successfully reduce vehicle trips and increase the capacity of the transportation system.

For the 2005-2007 biennium, \$1.5 million was allocated by the legislature, and 15 projects were completed. The final program results exceeded the trip reduction goal by 27%. WSDOT paid over \$1 million for 4,379 reduced vehicle commute trips which includes \$210,595 in bonuses for exceeding their goal.

For more information on TRPP, see page 18.

Managing Demand is Critical for Climate Change

On February 7, 2007, Governor Gregoire issued Executive Order 07-02, which set targets for the state of Washington to reduce emissions of greenhouse gases to 1990 levels by 2020, and to 50% below 1990 levels by 2050.

Based on CTR data, findings indicate that the state's demand management efforts will need to change to make a larger contribution to achieving the goals of Executive Order 07-02. In the short term, focusing on longer commute trips, vanpooling, express bus service, and telework have the greatest potential to yield rapid reductions in emissions within the present base of employees in the CTR program.

Even with recent federal legislation to improve vehicle fuel efficiency, and with aggressive development and use of biofuels, it will be difficult to reduce emissions of greenhouse gases from transportation enough to meet these targets without also reducing transportation demand.

For more information on Climate Change, see page 22.

Improving Project Delivery

The Commute Trip Reduction Program and the Construction Traffic Management Program have the common goal of reducing trips on our transportation system. CTR focuses on congested urban areas and GTECs while Construction Traffic Management focuses on areas where highway construction will disrupt traffic. The program has two primary goals:

- 1) Maintaining the efficiency of the system during construction
- 2) Giving projects flexibility in how and when construction occurs which saves time and money

For more information on recent and future construction mitigation efforts, see page 24.