

GROWTH AND TRANSPORTATION EFFICIENCY CENTERS

New Opportunities to Reduce Single Occupant Vehicle Trips

The Washington State Legislature created the Growth and Transportation Efficiency Center (GTEC) concept in 2006 as part of the CTR Efficiency Act to increase the efficiency of the state's transportation system in areas of the state containing high concentrations of jobs and housing. Cities and counties may establish GTECs in their densest employment or residential areas. The program is part of the CTR Law, which encourages employees to ride the bus, vanpool, carpool, walk, bike, work from home, and use other commute options besides driving alone.

In the 2007-2009 state transportation budget, the legislature allocated \$2.4 million to provide technical assistance and financial incentives for GTEC programs to improve transportation system performance. Subsequently, WSDOT provided 14 cities around the state who volunteered to participate in the initial phase of the program with \$10,000 each to develop GTEC plans in 2007.

What is a GTEC?

A GTEC is a defined boundary of dense mixed development with major employers, small businesses and residential units, within an established urban growth area. The goal of the GTEC program is to provide greater access to employment and residential centers while decreasing the proportion of commuters driving alone during peak periods on the state highway system. GTECs are intended to more closely integrate the local jurisdiction land use and transportation planning, as well as requiring a stronger partnership with local transit agencies.



City of Bellevue (Big Picture Photography)

Bellevue – A Good Example of the GTEC Concept at Work

The city of Bellevue, Bellevue Downtown Association, King County Metro, and others have worked together to increase the use of transit, carpooling, bicycling, and walking for Bellevue employees and residents, resulting in fewer drive alone trips to work.

A recent census* shows the percentage of Bellevue residents who drove alone to work dropped from 74 percent in 2000 to 68.8 percent in 2005. From 2002 to 2005, citywide transit ridership increased 42 percent and downtown Bellevue ridership increased 70 percent. In downtown Bellevue, 14 percent of commute trips are taken by transit, up from 12 percent in 2002.

*U.S. Census Bureau's 2005 American Community Survey.

GTEC Funding Selection

In October of 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.

The seven selected GTECs represent a cumulative increase of nearly 235,000 new commuters not currently affected by the CTR program, as well as an additional 14,000 commute trips potentially reduced from the state's roadways.

GTEC – Entering the Implementation Phase

WSDOT is currently in contract negotiations with the seven jurisdictions selected for state funding to implement GTEC projects for the 2007-2009 biennium. The CTR Board and WSDOT will also work with the seven other jurisdictions not selected for funding support to help them move their plans forward. WSDOT will provide ongoing technical and measurement support to all GTECs that move forward to assure that program goals can be achieved, and that best practices are collaboratively shared amongst the jurisdictions. WSDOT's goal is to perform baseline measurements in all of the designated GTECs in spring 2008.

2007 GTEC Funding Selection			
Location	Allocation Amount	New GTEC-Commuting Population	Potential Trips Reduced
Bellevue	\$300,000	29,738	2,655
Olympia	\$300,000	12,703	1,108
Redmond	\$187,500	16,463	1,792
Seattle	\$600,000	113,630	4,330
Spokane	\$150,000	20,663	1,057
Tacoma	\$300,000	33,064	2,048
Vancouver	\$180,000	8,242	1,131
Total	\$2,017,500	234,503	14,121

GTEC – Next Steps/ Recommendations

WSDOT and the CTR Board plan to work closely with designated GTECs in this implementation phase and will make funding and programmatic recommendations to the legislature as called for in the 2007-2009 transportation budget.

State Funded Growth and Transportation Efficiency Centers (GTEC) 2007 - 2009

