

CTR Performance Grant Program

Revising WAC 468-60 – Committee Update

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**Washington State
Department of Transportation**

Areas addressed by the committee

- Clarify Program Purpose
- Redesign Program Elements
- Ensure Local / Regional Coordination
- Refine and Clarify Measurement
- Establish Consistent Communication



WAC 468-60

Revised timeline

- Complete WAC revisions by August 3rd
- WAC adopted by October 4th

Committee work plan

Remaining items

Today....

- 1) Committee recommendations to CTR Task Force on proposed revisions to basic program
- 2) CTR Task Force recommendations to WSDOT

At a later date....

- 3) Multi-year project recommendations to CTR Task Force
- 4) CTR Task Force recommendations to WSDOT
- 5) CTR Task Force will revisit, and if necessary, WSDOT will revise WAC to be consistent with the CTR redesign effort

Branding subcommittee

Recommendation 1



Program Name

Trip Reduction Performance Program (TRPP)

Clarify Purpose / Messaging

Recommendation 2

Prioritize the framework behind the purpose and messaging as follows:

1. Cost effective trip reduction
 - Rewrite WAC so that primary purpose is to create cost effective trip reduction
2. Innovation
 - Support innovative projects by incorporating a criterion for “innovative” projects in application
3. Sustainability
 - As a screening criteria
 - Within multi-year projects

“Innovation”
– a project doesn’t necessarily need to be a new idea, as long as it is new to the area.

Program redesign

Recommendation 3

Multi-year projects –

- Allow 3 to 5 year projects
- Measure multi-year projects at least every 2 years

Pending issues

- Payment schedule for startup costs?
- Funds for trip reduction after each measurement?

Program redesign

Recommendation 4

Timeline for all projects –

- Applicant to specify start date in application
- Applicant to specify baseline, interim (if needed), and final survey timeline in application
 - Conduct baseline survey at beginning of project (may use CTR annual survey showing pre-project condition as long as it is from the most recent survey period)
- Start up costs paid only after baseline measurement is accepted or completed

Program redesign

Recommendation 5

Trip Pricing / Payment –

1. Maximum trip reduction price will be established based on optimal tolling for efficient use of the highway system in the Puget Sound region
2. 50% startup cost (for 1 – 2 year projects)
3. A single “per trip” cap statewide
4. 120% or \$460 (which ever is less) for each trip that exceeds projected goal

Program redesign

Recommendation 6

Geography – The following selection criteria will be applied:

A minimum of....

1. 10% from the Puget Sound region
(King/Pierce/Snohomish)*
2. 10% from the non-Puget Sound region*
3. 10% from statewide*

*WSDOT is bound only if there are applications that fit the structure and are viable, cost effective trip reduction projects.

Coordination

Recommendation 7

- Notify review team of potential for project overlap
- If project overlap occurs, adjust the payout by dividing amount per trip by the number of TRPP projects they are participating in

Communication

- Develop communication plan
(currently under development)