



Growth and Transportation Efficiency Center Funding Policy

The CTR Board recognizes its statutory responsibility to allocate state funds made available by the Legislature for local transportation demand management programs, and hereby establishes its policy for allocating state Growth and Transportation Efficiency Center (GTEC) funds.

The CTR Board believes that the state of Washington should provide the financial resources necessary to ensure the success of every local GTEC program, and recognizes the importance of providing a base level of state support to build local partnerships and leverage funding resources. The CTR Board also recognizes that state funding is constrained, so that whatever funding is made available by the Legislature for GTECs should be allocated in priority order to those local GTEC programs with the greatest potential benefit and likelihood of success.

Therefore, it is the policy of the CTR Board that a portion of state GTEC funding be used to provide a minimum level of programmatic support to every GTEC that is certified by the applicable RTPPO. It is also the policy of the CTR Board that state GTEC funding be used to fund the needs of all local GTEC programs to the furthest extent possible, recognizing that when funding resources are limited, state GTEC funding will be prioritized to those local GTEC programs with the greatest benefits for the state of Washington.

1. The CTR Board intends for the Washington State Department of Transportation (WSDOT) to provide a minimum level of programmatic support for certified GTECs around the state

The CTR Board will allocate a portion of state GTEC funding to the Washington State Department of Transportation (WSDOT) to provide ongoing programmatic support for all certified GTECs, including those that may not receive direct GTEC funding support from the CTR Board. This support should include data collection and evaluation, communications and marketing materials and templates, dissemination of best practices, and other technical assistance. The CTR Board will ask WSDOT for an estimate of necessary resources to provide this support and allocate the level of funding it deems appropriate.

2. Local match is required to receive GTEC funding

Local governments must provide a 50 percent match (1 to 1) of locally derived funds to state funds to be eligible for GTEC funding. CTR base funding from the state will not be considered a valid source of local match. For investments to be eligible as local match,

they must be new, reprogrammed, or reprioritized funds made in support of development or implementation of a GTEC, including providing services to the GTEC.

Examples of local match may include both financial and in-kind contributions from a local government, transit agency, RTPO, employers or employer associations, or other organizations identified as contributors to the GTEC in the financial plan.

3. The CTR Board will prioritize funding to local GTEC programs based on adopted rating criteria

The CTR Board intends to prioritize certified GTECs for funding. Funding will be based on the amount requested in the GTEC financial plan and the GTEC's rating under the CTR Board's adopted funding criteria.

The CTR Board will use criteria to rate each certified GTEC and create a prioritized order for funding. GTECs will be rated on a 100-point scale using the following criteria:

- a. Size of the GTEC target population (total of 10 points):
 - Absolute size (number of people in the target market) – 5 points
 - Relative size (size of the target market relative to the population in the GTEC boundary) – 5 points
- b. Proposed reduction in drive-alone rate (total of 10 points):
 - Proposed percentage reduction in drive alone rate – 5 points
 - Proposed number of trips reduced – 5 points
- c. Proposed percentage reduction in vehicle miles traveled/person (5 points)
- d. Match (total of 20 points):
 - Level of certainty of local match – 15 points
 - Sustainability: ratio of local match beyond 50 percent – 5 points
- e. Current level of person delay in and near the GTEC (15 points)
- f. Level of integration into the jurisdiction's transportation, land use and economic development plans, policies and regulations, including proposed changes in parking policies (total of 20 points):
 - Level of integration into local and regional plans and policies – 5 points
 - Local policy and regulatory changes to support the GTEC – 5 points
 - Application of parking management strategies – 5 points
 - Level of transit integration into GTEC – 5 points
- g. Likelihood of program success (total of 20 points):
 - Strength of program strategies – 5 points
 - Strength of marketing and education program component – 5 points
 - Sustainability of implementation structure and financial support – 5 points
 - Strength of partnerships – 5 points

The CTR Board intends to fund as many certified GTECs as possible. Therefore, the level of funding it grants to individual GTECs may be different than the funding need identified by the GTEC. If the CTR Board intends to provide a lower level of funding than requested, it will ask the applicant to redefine the scope of the GTEC to ensure that it would still be successful with the granted level of funding.

4. The CTR Board will allocate funding to ensure the program's geographic diversity

The CTR Board recognizes that the majority of person delay on the state highway system occurs in the central Puget Sound, and that the state has designed the CTR and GTEC programs to address this delay. The CTR Board also recognizes that Washington State is diverse, and there are growing communities throughout the state developing GTEC programs to meet their unique characteristics and policy choices.

Therefore, the CTR Board will apply a geographic diversity criterion to the GTECs that it rates for funding. At least 10 percent of funding will be provided to GTECs inside of King, Kitsap, Pierce and Snohomish Counties, at least 10 percent of funding will be provided to GTECs in western Washington outside of the central Puget Sound counties, and at least 10 percent of funding will be provided to GTECs in eastern Washington.

This criterion will be applied after the GTEC rating process. The CTR board will suspend this stipulation if no satisfactory GTEC proposals have been submitted from the respective area.

5. The CTR Board intends to develop additional funding and partnership opportunities for GTECs

The CTR Board intends to increase awareness of funding and partnership opportunities for local governments, RTPOs, transit agencies, employer associations, state agencies, and others. State GTEC funds are just one type of resource available for GTEC programs. The CTR Board intends to work with state agencies, such as the WSDOT and the Transportation Improvement Board (TIB), to ensure that state funding programs prioritize certified GTECs for investment. The CTR Board also intends to ensure that local governments, RTPOs, and transit agencies are aware of their obligations under RCW 70.94.528 to prioritize certified GTECs in their respective investment plans, and the Board will periodically evaluate the degree to which prioritization has occurred.