

Commuter Trip Reduction

Costs, performance, benefits

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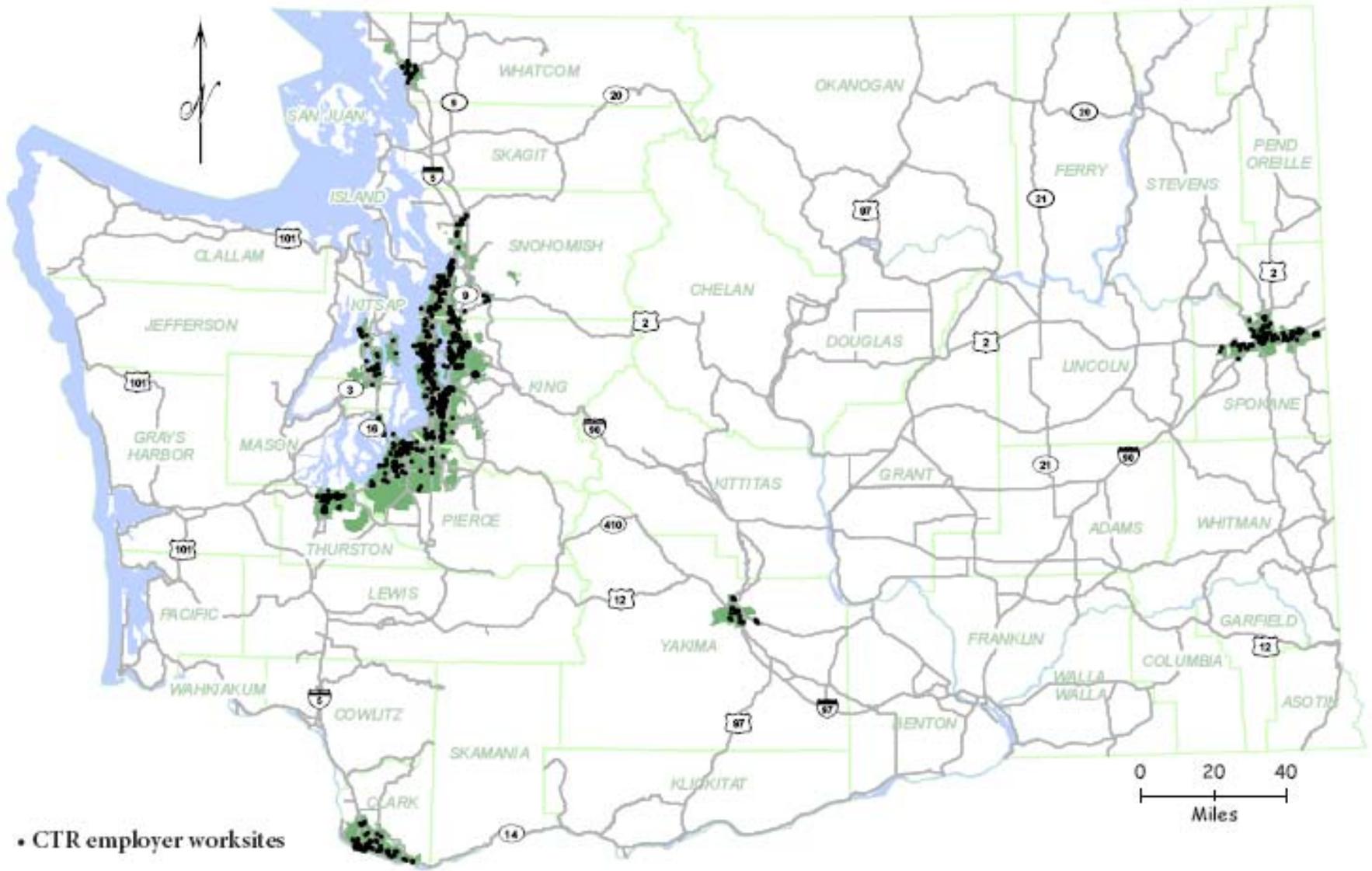
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Overview:

- **Introduction to the CTR program**
- **Program structure and investment**
- **Program performance**
- **Program benefits**
- **Program assessment**
- **Recommendation**

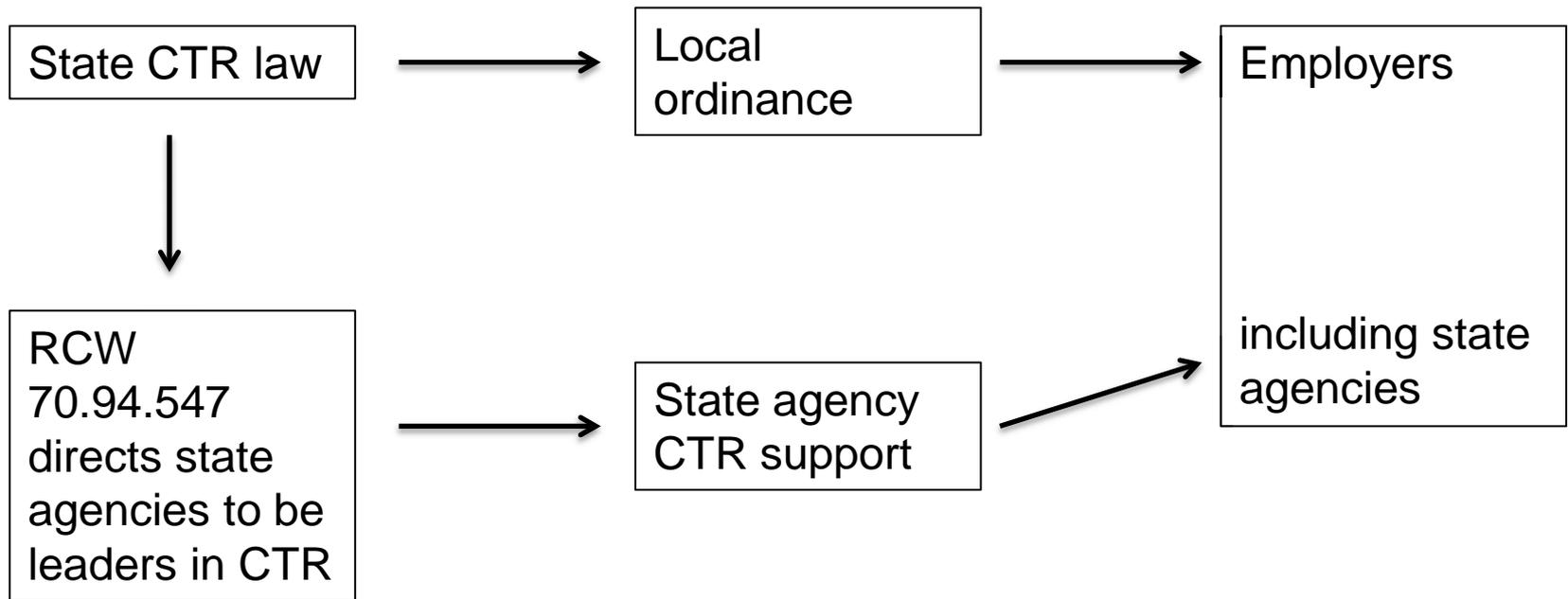
Introduction to the CTR Program

- The Legislature created the program in 1991 to improve air quality, reduce traffic congestion, reduce fuel imports and improve energy security.
- Employers play a role and interest in a successful transportation system. The facilities and services they provide for their employees influences their employees' travel habits.
- The 2006 CTR Efficiency Act built upon the established employer role and expanded responsibility to local governments. Local plans and programs are now expected to be integrated with local land use and transportation plans to align policies and investments.



• CTR employer worksites

Program Structure and Investment



Program Performance

- The CTR program's goals are set at a level to support sustained economic development by maintaining traffic levels as employers grow
 - Reduce the drive-alone rate by 10 percent between 2007-08 and 2011-12
 - Reduce vehicle miles traveled per employee by 13 percent between 2007-08 and 2011-12
- The CTR program is on track toward its goals
 - 4.8 percent reduction in the drive-alone rate between 2007-08 and 2009-10
 - 5.6 percent reduction in VMT per employee between 2007-08 and 2009-10
- Nearly 16,000 fewer daily vehicle trips on roadways in 2010 compared to 2007

Program Benefits

- Supports economic growth
- Helps commuters and their families save money on energy costs
- Helps the transportation system work better
- Helps transit work better
- Reduces energy consumption
- Reduces air pollution

CTR Supports Economic Growth

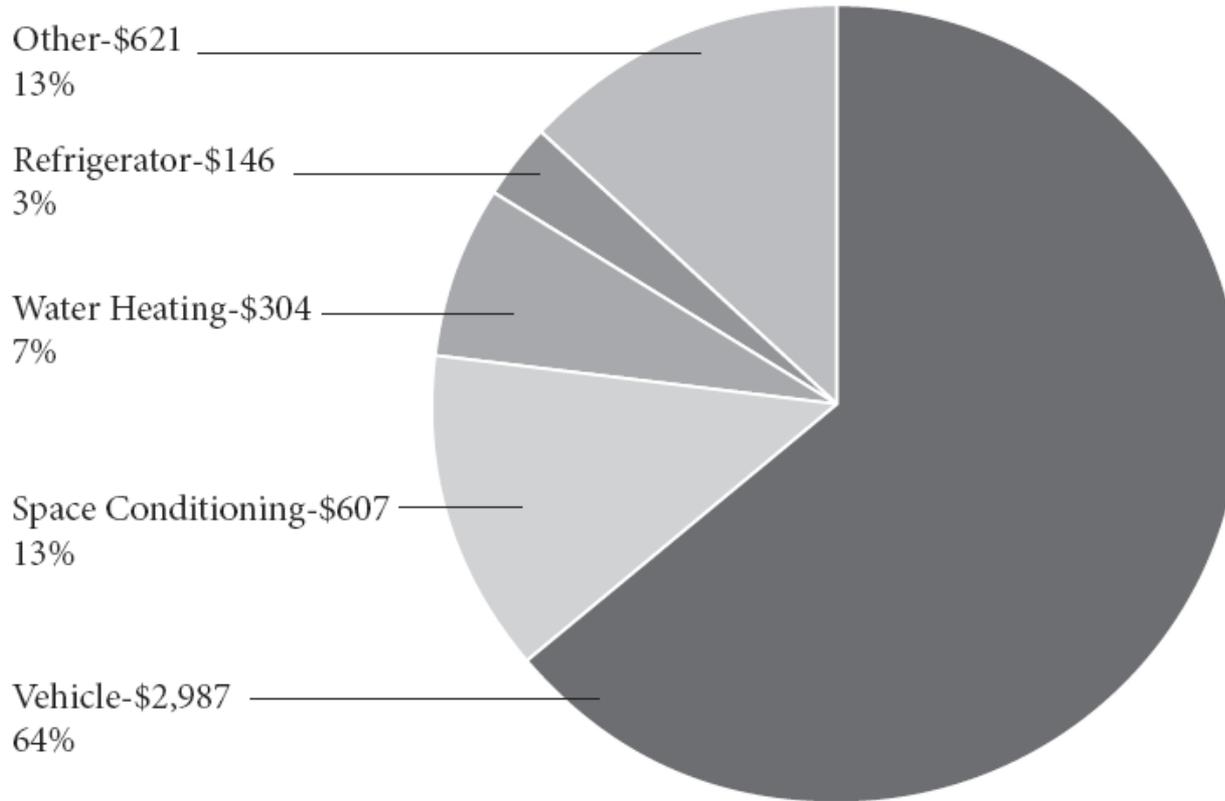
Figure 1: Comparison of employment at CTR worksites and Washington state

	Employment at CTR worksites in cohort ²	Percent change	Daily vehicle trips to CTR worksites	Percent change	Wage and salary employment in Washington	Percent change
2007	513,720		356,861		3,154,787	
2010	528,113	2.8%	358,086	0.3%	3,014,335	-4.7%

Source: WSDOT, U.S. Department of Commerce

CTR Helps Commuters Save Money

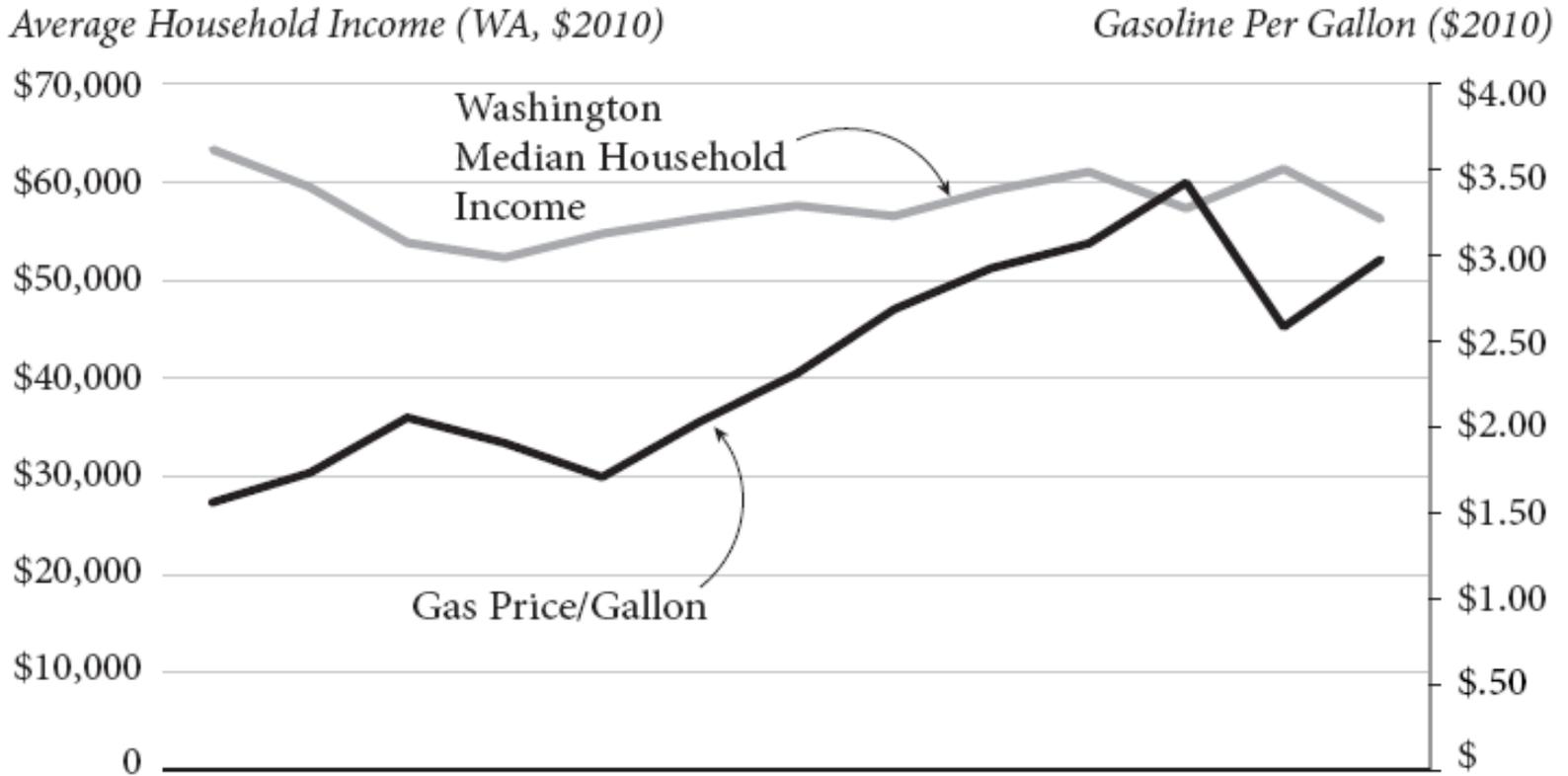
Average Washington Household Annual Energy Bill by End Use in 2008



Source: 2012 Washington State Energy Strategy, Washington State Department of Commerce

Figure 3

Comparison of changing household Incomes Versus gasoline prices (\$2010)



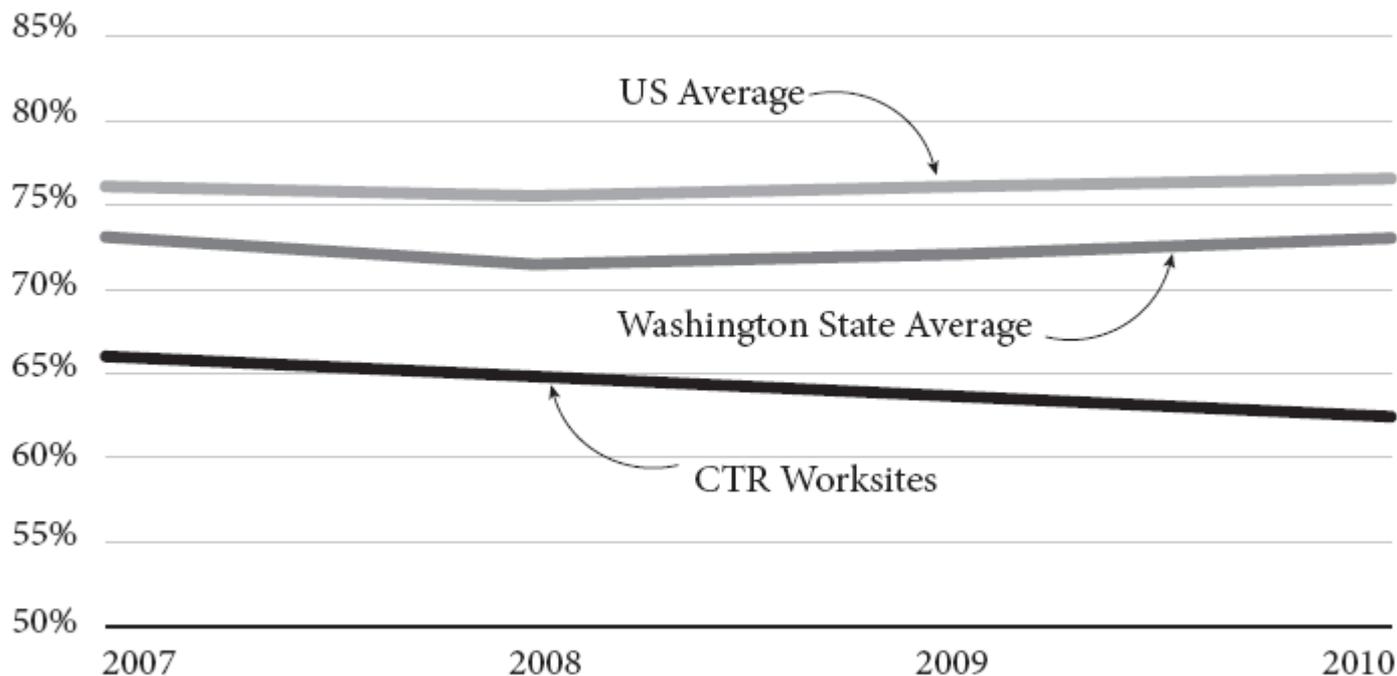
Source: U.S. Energy Information Administration and U.S. Census Bureau. Gasoline price is for the West Coast excluding California.

CTR Helps the Transportation System Work Better

Figure 4

Commute Trip Drive Alone Rate Comparison

Percent Driving Alone to Work



Source: American Community Survey; CTR Data from WSDOT

CTR Reduces Energy Consumption and Air Pollution

- Average of 160 million vehicle miles traveled reduced each year between 2007 and 2010
- 71,500 less metric tons of greenhouse gas emissions each year
- Eight million less gallons of fuel consumed each year

CTR Helps Transit Work Better

- CTR connects employers and employees with transit agencies, helping putting riders on buses and trains
 - Downtown on the Go partnership in Tacoma helped increase ridership to downtown Tacoma by four percent in 2011, even after a year of 35 percent reductions in overall Pierce Transit service
 - King County Metro's fare revenue collected directly from employers in 2010 was \$75 million, just over half of all fare revenue for that year

Program Assessment

- RCW 70.94.537 directs the CTR Board to “evaluate and update the commute trip reduction program plan and recommend changes to the rules every four years”
 - Purpose – assess the program to see if it is evolving as intended in the CTR Efficiency Act, to show how it must evolve to help the state solve its most pressing challenges, and to chart a course for the future.
 - Process – gathered feedback from local and regional governments, employers, collected findings from related research projects, considered connections with other studies and initiatives to help inform recommendations for the CTR Board’s 2011 Legislative Report.

Findings

Program is evolving as intended

- The base CTR program has been the foundation for many successful trip reduction strategies and innovative programs.
- The program has expanded and evolved, becoming more flexible and locally-driven.
- Changes to law forged connections with regional governments, created linkages between land use decisions and transportation investments, and enhanced relationships with employers because the program resonates with business objectives.
- GTECs created enhanced community-focused implementation of CTR in urban centers, expanding partnerships, leveraging resources, and tying transportation goals to job growth and economic development.

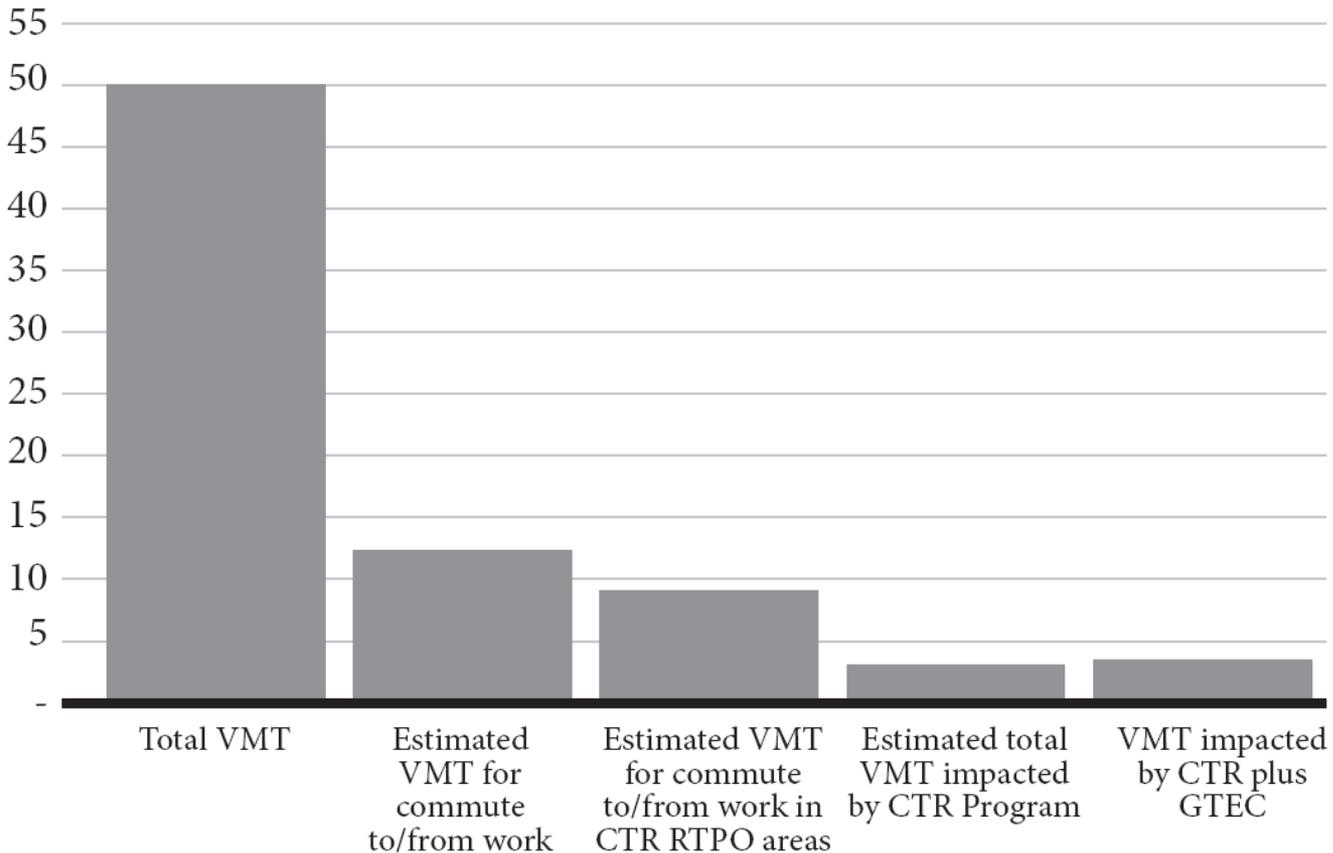
Program Could Do More – Recommendations From Implementers/Employers

- Establish long-term funding stability.
- Maintain base program and explore ways to expand flexibility, administrative efficiencies and local determination.
- Provide resources for program expansion and explore other innovative approaches to adapt to local and regional conditions and needs.
- Provide more technical assistance.
- Advocate for investments in transit service and capital investments that support worksites.
- Fund statewide marketing initiatives.
- Work with RTPOs to make a stronger economic development connection and solidify their role in TDM planning and coordination.
- Prioritize and fund projects at the state level that include mobility goals, TDM strategies and performance measures to track progress.

Should the Program Be Expanded to Address Other Trips?

Estimated Statewide VMT affected by CTR

(Light Duty Vehicles, 2009 - VMT in billions)



Sources: WSDOT and 2009 National Household Travel Survey

Program Should Do More

- *Connecting Washington Task Force* recommends investment in economic corridors – demand management investments will be needed to advance and fund the 10-year investment strategy
- *Moving Washington*, WSDOT's approach for creating an integrated 21st century transportation system, relies on partnerships that invest in common objectives. Targeted investments are needed to implement the three strategies in *Moving Washington* - manage demand, operate efficiently, and add capacity strategically.
- The Department of Commerce's 2012 Washington State Energy Strategy recommends expanding trip reduction to include all trip types.
- Several long-range plans, including The Puget Sound Regional Council's Transportation 2040 plan, rely on demand management to help them cost-effectively address the pressures of growth.
- The CTR program is used as a platform for innovation – several communities have introduced new strategies that benefit the state transportation system and local areas.
- There is a growing need and interest in increasing trip reduction benefits for suburban communities and employers.

Evolving the CTR Program

- **The CTR Board will work on the following ideas for the program and report on progress in future legislative reports:**
 - **Short-term:** Explore funding and policy options to enhance local flexibility; improve connections between local, regional and state objectives; and achieve economies of scale.
 - **Long-term:** Optimize flexibility and resources of the CTR program to respond to demand, to incorporate non-work trips and to leverage local investments.

Recommendation

- **The CTR Board recommends that the legislature expand investments in CTR with targeted investments to support economic corridors.**

This will help the program expand its benefits to a larger share of the travel market, improve the efficiency of the transportation system, and leverage investments for local and regional economic benefits.

Questions?

For more information regarding Commute Trip Reduction,
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