

Commuter Trip Reduction and Regional Mobility



Brian Lagerberg
Public Transportation Division

CTR Overview

- Program objective and vision
- Historical and current performance
- Six pilots
- Model employers
- CTR Board recommendations

Objective and Vision

1991-2006:

- Perception was congestion is due to commuter traffic, therefore employers have a unique role in reducing congestion
- Legislatively defined demonstration program to target employers with 100 or more employees

2006: CTR Efficiency Act

- Focus the program around congestion
- Evaluate performance at the city/county level
- Increase flexibility to allow local design of the program
- Align program with local goals and objectives

Historic Performance – CTR Legislative Reports

1995: 12,500 fewer vehicles each morning

- First report. We have participation! Eight counties required to participate

1999: 18,500 fewer vehicles each morning

- Allow voluntary expansion of the program to additional cities, counties and employers

2001: 19,950 fewer vehicles each morning

- Six percent reduction in Puget Sound region delay
- Each dollar invested by the state leveraged \$12 from employers

Historic Performance – CTR Legislative Reports

- 2003: Washington, one of two states that reduce dependence on drive alone commuting in the 1990s
- 2005: Delay reduced by an estimated 11.6 percent in the central Puget Sound region
- 2007: Fourteen cities seek support to implement Growth and Transportation Efficiency Centers; seven are funded
- 2009: Nearly 28,000 fewer vehicles each morning
- 2011: CTR Works
- 2013: Change in employee commute choices saved \$99 million in congestion cost due to lost time and wasted fuel

2015 Report

Between 2007 and 2014

- 14,500 cars were left at home
- Employees at 966 worksites reduced their drive alone commuting rate by 2.6 percent
- Vehicle miles travelled were reduced by 3.1 percent
- Reduced travel saved these employees \$5.8 million



Six Pilots



- Broaden participation in CTR by focusing pilot on the urban and manufacturing industrial centers. Implement strategies to engage seniors, people with disabilities, low income households, immigrants, refugees and veterans in efficient travel choices.



- Test new data collection methodologies



- Develop a TDM program in Snohomish County that merges successful CTR strategies with a corridor-based trip reduction focus – focuses resources on areas with the greatest trip reduction potential and return on investment.



City of Tacoma
WASHINGTON

- Focus on downtown exclusively, intra-downtown trips, residential program.

Six Pilots (continued)



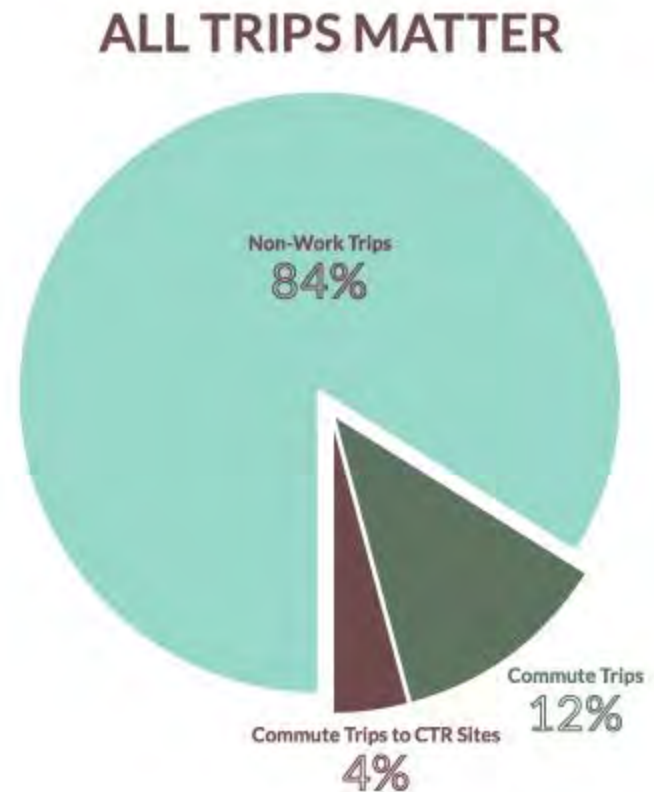
- Expand program to agricultural and higher education facilities
- Expand GTEC to all downtown employers.
- Tie performance targets to available travel options.
- Focus implementation on achieving goals that are meaningful to employers.
- Pilot residential programs.

Model Employers

- Big Fish Games
- KPFF Consulting
- Seattle Children's
- University of Washington
- The Boeing Company
- CHI Franciscan Health
- Banner Bank
- Triumph Composite Systems
- WA St. Office of Administrative Hearings
- WSU Health Sciences
- Fairchild Air Force Base

Board Recommendations

- Broaden the trip focus to include non-commute trips
- Create an all trips grant program



Regional Mobility Grants Overview

- Program objective
- Historical and current projects
- Opportunities

Purpose

The Regional Mobility Grant (RMG) program delivers mobility projects that are

- cost-effective
- reduce travel delay for people and goods
- improve connectivity between counties and regional population centers
- are consistent with local and regional transportation and land use plans

Projects Completed

57 projects have been completed between 2006 and December 2015.

- Seventeen park and ride lots constructed or expanded
- More than 5,500 new park and ride parking stalls built
- Ten new or expanded transit centers
- Twelve HOV, business-access and transit-lane projects
- Twelve equipment and/or expanded transit service projects
- Eight transit signal prioritization projects
- 1.2 miles of railroad track
- Forty-nine new buses purchased

Projects Underway

38 projects underway (2015 – 2017)

- Fourteen park and ride lots under construction or expanded with 2,690 new parking stalls
- One HOV, business-access and transit-lane projects
- Four new or expanded transit centers
- Sixteen extended bus routes
- Six procurement projects for 41 new buses
- Four transportation demand management projects
- Five projects improving speed and reliability through transit signal prioritization
- One project to remove pedestrian barrier
- One bus shelter project

Opportunities

- Identify ways to link the RMG investments to corridor sketch plans
- Work with WSDOT Traffic Office to integrate traffic and manage demand investments

Questions?

For additional information on the Commute Trip Reduction or Regional Mobility Grant programs, please contact:

Brian Lagerberg, Director
WSDOT Public Transportation Division
(360) 705-7878 or LagerbB@wsdot.wa.gov