

Vehicle Miles Traveled (VMT) Targets - Final Report

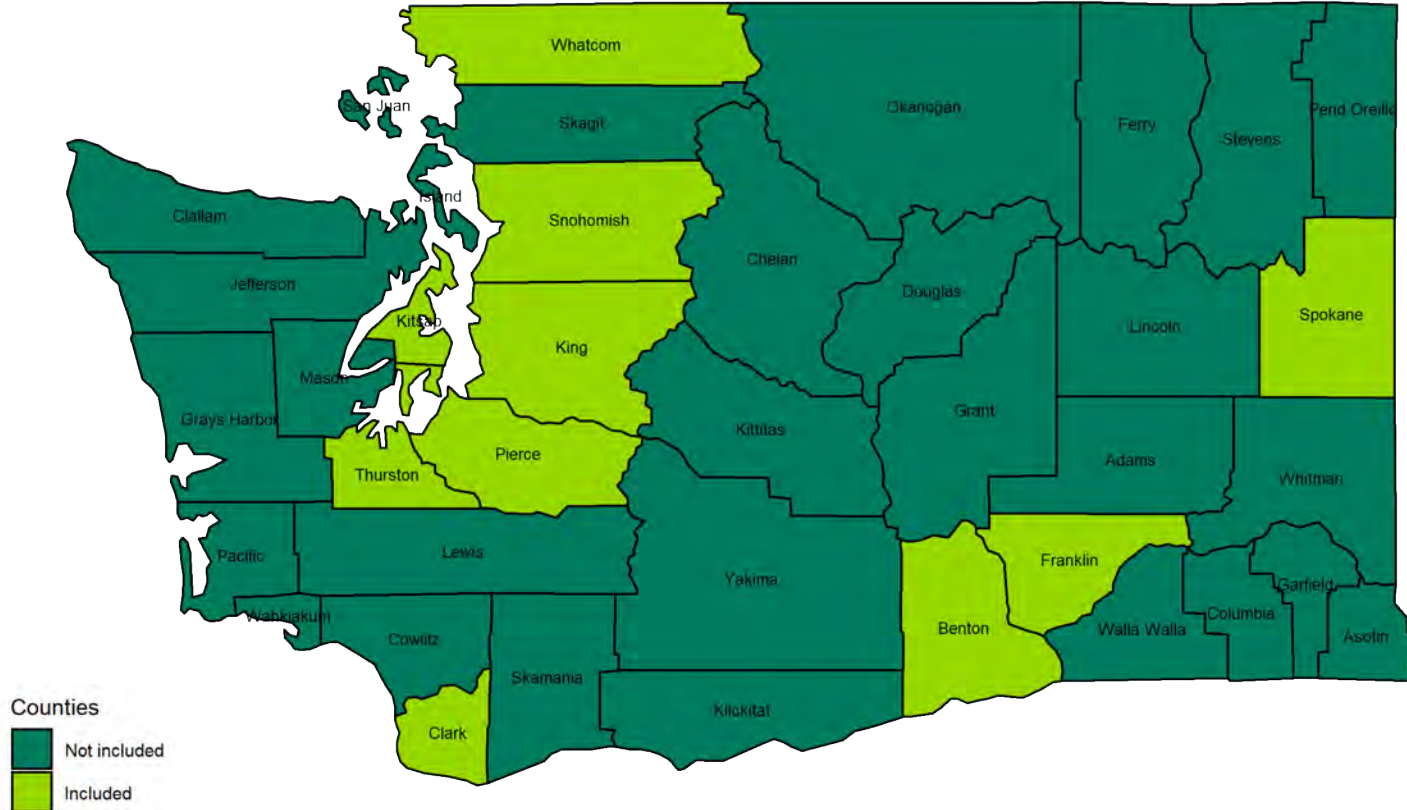
Washington State Transportation Commission

Celeste Gilman, Strategic Policy Administrator
Alon Bassok, Transportation Planning Specialist
July 18, 2023

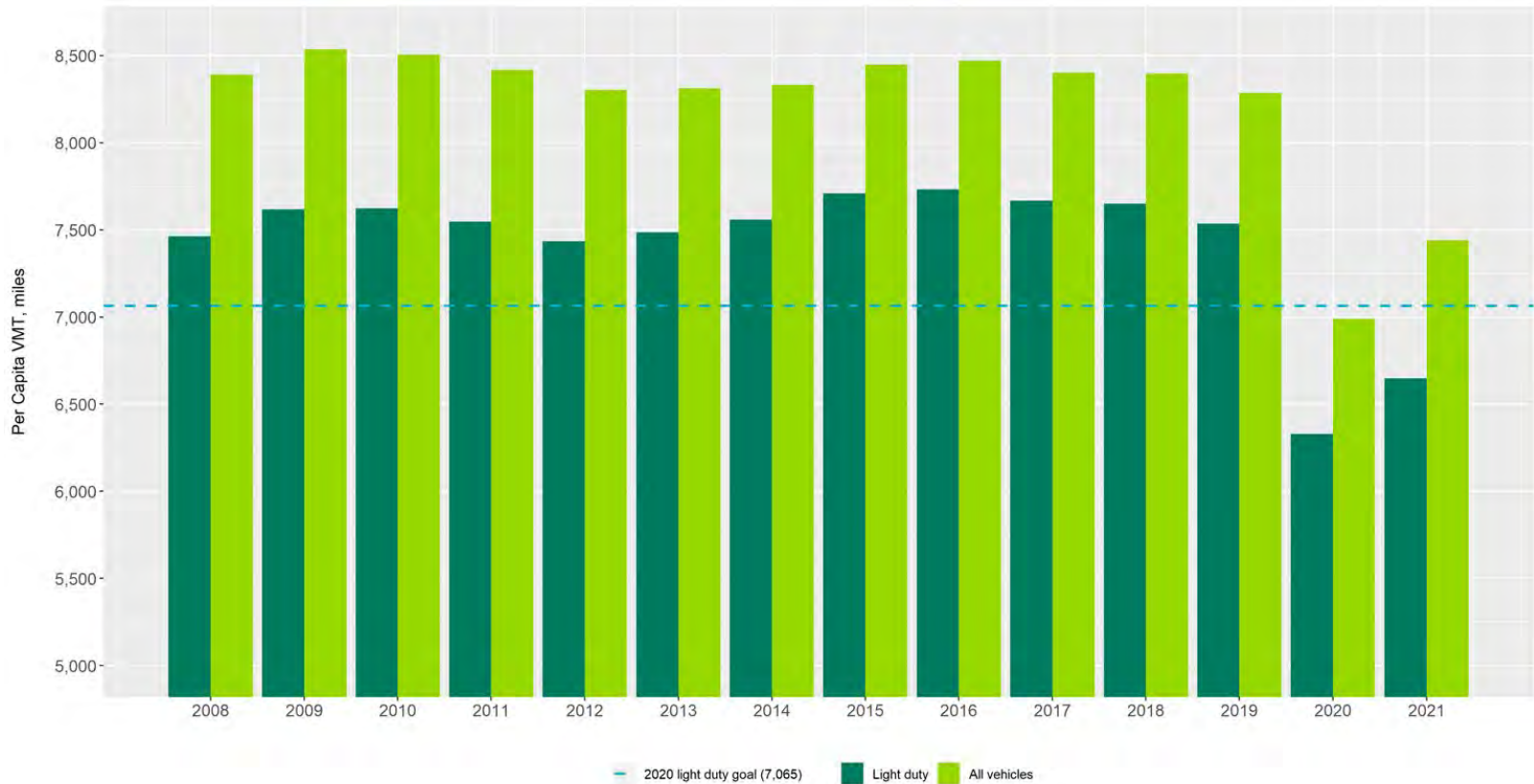
VMT Reduction Proviso

\$500,000 of the multimodal transportation account—state appropriation is provided solely for the department to partner with the department of commerce in **developing vehicle miles traveled targets** for the counties in Washington state with (a) a population density of at least 100 people per square mile and a population of at least 200,000; or (b) a population density of at least 75 people per square mile and an annual growth rate of at least 1.75 percent as determined by the office of financial management. Given land use patterns are key factors in travel demand and should be taken into consideration when developing the targets, the department and the department of commerce shall **partner with local jurisdictions, regional transportation planning organizations and other stakeholders to inventory existing laws and rules that promote transportation and land use, identify gaps and make recommendations for changes in laws, rules and agency guidance, and establish a framework for considering underserved and rural communities** in the evaluation. The department and the department of commerce shall provide an initial technical report by December 31, 2021, an interim report by June 22, 2022, and a final report to the governor and appropriate committees of the legislature by June 30, 2023, that includes a **process for establishing vehicle miles traveled reduction targets, a recommended suite of options for local jurisdictions to achieve the targets, and funding requirements for state and local jurisdictions.**

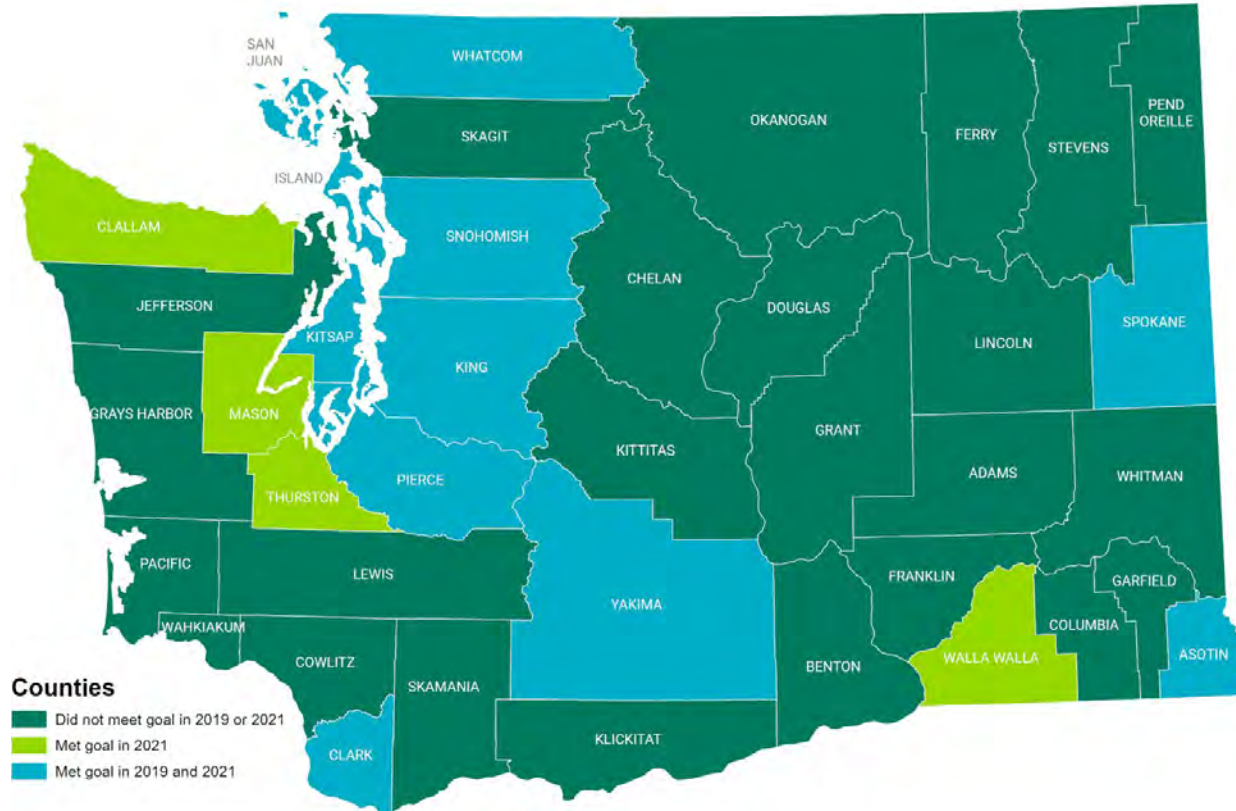
County Overview



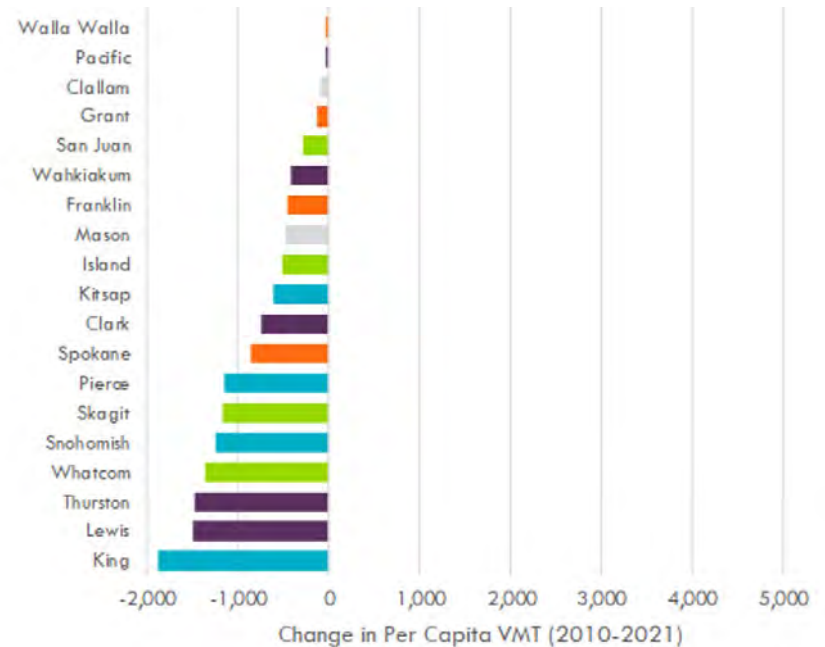
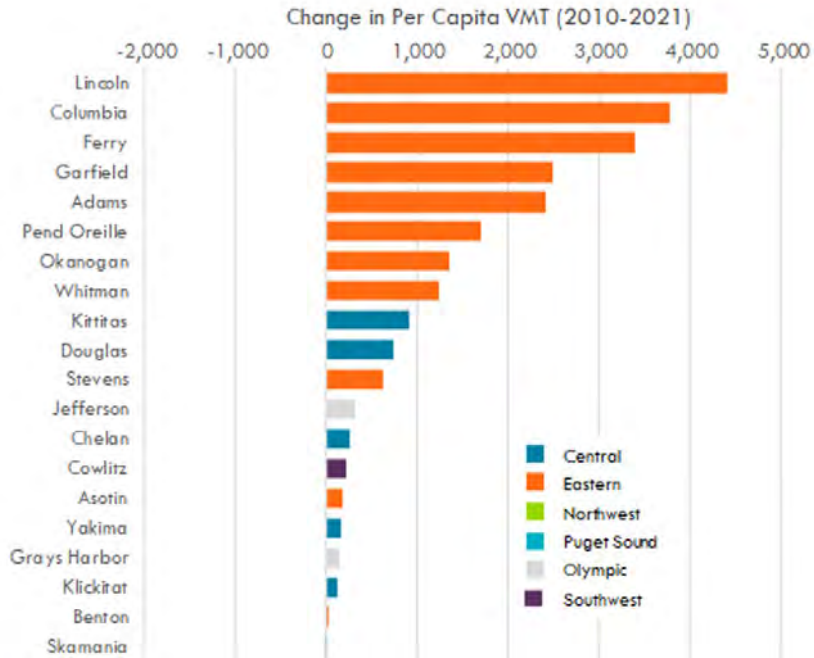
Per Capita VMT



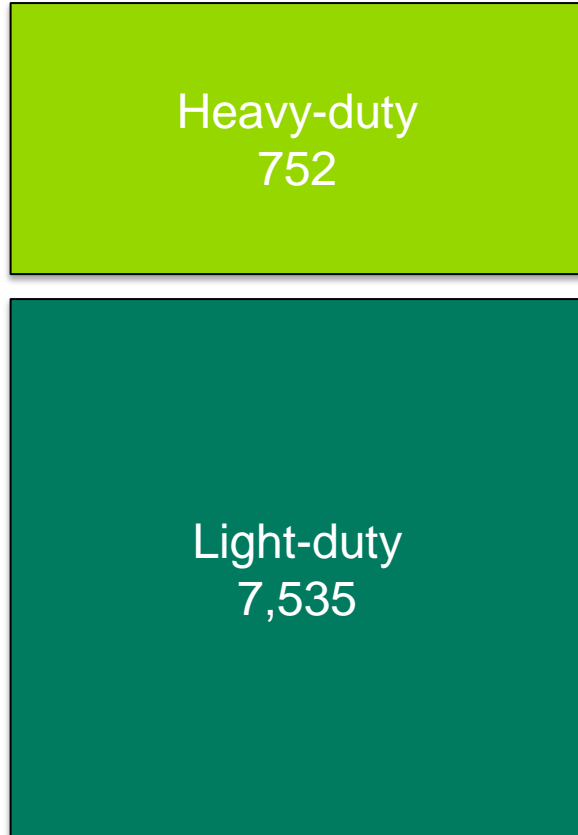
Per Capita VMT by County



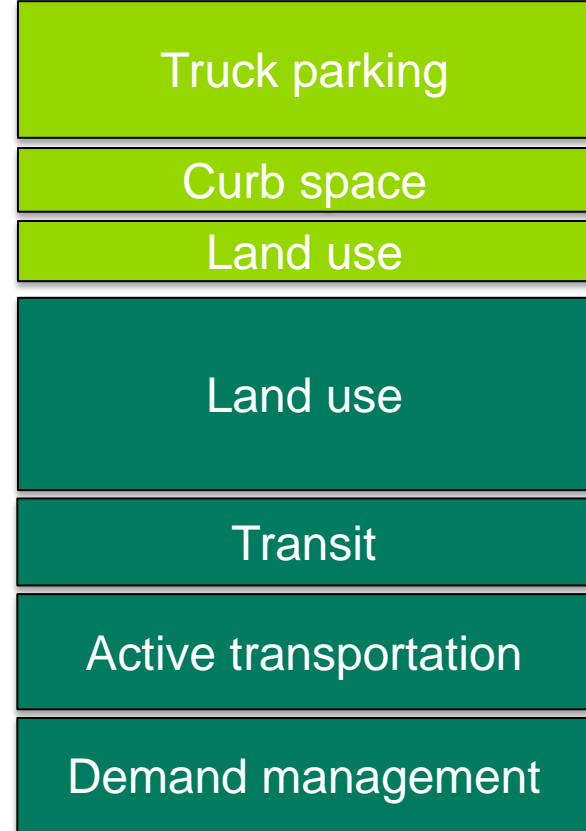
Per Capita VMT change



2019 per-capita VMT



Reduction Strategies



Strategies and Potential Average Impact (● = 5%)

Strategy	Potential VMT impact
Land use	●●●●●●●●●●●●○○○○○○○○
Constrained highway spending	●○○○○○○○○○○○○○○○○○○○○
Transit enhancements	●●○○○○○○○○○○○○○○○○○○○○
Bike and pedestrian enhancements	●○○○○○○○○○○○○○○○○○○○○
Commuter benefits	●●○○○○○○○○○○○○○○○○○○○○
Parking policy	●●●●○○○○○○○○○○○○○○○○○○
Road pricing	●●●●●○○○○○○○○○○○○○○○○○○
Broadband and remote access	●○○○○○○○○○○○○○○○○○○○○

Source: State Smart Transportation Initiative and Smart Growth America, 2021. *Drivers of VMT and Priority Reduction Strategies: Washington State.*

VMT reduction actions

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Department of Commerce
Innovation is in our nature.

Your Community's Transportation System

A Guide to Reviewing, Updating and
Implementing Your Transportation Element



The American Recovery and
Reinvestment Act of 2009



What are the benefits of transportation efficiency?

[View more benefits >](#)



Economic

Transportation efficient communities provide a mix of transportation modes and public investment. They reduce transportation-related costs to jobs and workers by reducing and cutting their commutes. These communities also offer affordable housing near jobs and transportation options, and transportation choices for all residents and users.



Social

Transportation efficient communities provide vibrant job centers for people to shop, receive medical services, work, eat, and play. They offer transportation options for people and goods by efficiently and safely using their investments. These communities promote affordable housing near jobs and transportation options, and transportation choices for all residents and users.



Environmental

By improving the efficiency of their transportation systems, these communities can reduce carbon emissions, improve air quality, reduce the rate of flooding, wildfires, and wildfires. They do this by providing alternatives to single occupancy vehicles, using long-term funding to invest in transit, and by encouraging green space.



Washington State
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Land use & transportation planning

View a list of transportation planning-related resources for updating local government comprehensive plans.

Growth Management Act (GMA) Comprehensive Plan resources

The following resources assist cities and counties with their Growth Management Act (GMA) Comprehensive Plan updates.

Resources

- [Growth Management Act periodic update](#) [↗](#)
- [WSDOT Build Assumptions for Travel Demand Model Updates \(PDF 182KB\)](#)
- [Transportation Funding Sources in Washington State \(PDF 453KB\)](#) [↗](#)
- [WSDOT Assistance to Local Governments by Providing Crash Data \(PDF 643KB\)](#)

Data sources

- State transportation GIS data for your GMA Inventory: [WSDOT Community Planning Portal](#).

Related links

- [Planning study guidance](#)
- [Statewide plans](#)

Contact information

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Recommendations for WSDOT

Ensure VMT goals are met

- Perform an equity analysis
- Coordinate on performing a VMT analysis
- Require VMT analysis for roadway capacity expansion projects
- Consequences for a plan forecast to fail to meet targets

Amend rules

- WAC revisions

Recommendations for WSDOT

Monitoring

- Heavy-duty vehicles
- Annual reporting, plan updates, NEPA/SEPA

Data

- Augment existing data

Modeling

- Establish VMT sensitivity tests and model performance expectations
- Develop simple statewide VMT forecasting tool

Recommendations for RTPOs

- Comprehensive plan review and certification
- Equity analysis
- No punitive action for jurisdictions that do not meet targets
- Project selection criteria
- Technical assistance and land use decisions

Potential Rule Changes

Foundational VMT rules

- Baseline VMT value
- Vehicles considered

Potential Rule Changes

Land use

- Concurrency and Highways Leapfrog Developments
- Restrictive Zoning
- RTPPO Certification of Comprehensive Plans
- School Siting
- Street Network Connectivity
- Subdivision Exemption Process
- Transportation-Efficient Communities
- Parking Reform
- Minimum Parking Requirements

Potential Rule Changes

Transportation Options

- Access Control Classification
- Biking Regulations
- Presumed Liability
- Regional Mobility Grants
- Sidewalk Infrastructure
- State Agencies and Telework
- Transit Fares
- Transportation Impact Fees
- VMT and State Facility Siting

Potential Rule Changes

Transportation Demand Management

- Car Free Lifestyle

Transportation System Management

- SEPA checklist
- Traffic cameras and crashes with vulnerable users
- VMT mitigation in capacity expansion

Kingsgate Park & Ride Report

Questions?

For additional information regarding the
Vehicle Miles Travel Targets Final Report,
please contact:

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