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Trip Reduction Biennial Report

Notable results

- *Employees at worksites with Commute Trip Reduction programs are leaving approximately 14,500 cars at home every day*
- *The Legislature amended the CTR tax credit program to give more businesses greater incentive to provide CTR programs*
- *Employees in CTR programs have decreased Vehicle Miles Traveled by an annual average of about 33 million miles as compared to 2007*
- *On an annual basis, commuters are using 1.6 million fewer gallons of fuel, saving them \$5.8 million each year*

CTR reduced drive-alone commuting rate by 2.6%

Employees at nearly 1,000 Commute Trip Reduction worksites across Washington reduced their drive-alone to work rate by 2.6 percentage points, from 65.7% in 2007 to 63.1% in 2014. WSDOT surveys program participants biennially to determine the impact on trip reduction. The CTR Board’s biennial 2015 Report to the Legislature, based on the 2014 survey responses, finds that about 14,500 vehicles are left at home each day as employees commute to work by bus, train, vanpool, carpool, walking or biking, or skip the commute altogether and telework from home.

Results from the 2014 survey also show the average Vehicle Miles Traveled by employees at CTR worksites has dropped by 3.1% since reporting started in 2007, representing a total statewide reduction of 33 million VMT annually. This translates to 1.6 million fewer

gallons of fuel being used annually, saving commuters more than \$5.8 million per year in fuel costs.

Employees in CTR programs have reduced their annual greenhouse gas emissions by 14,700 metric tons from 2007 to 2014, which is equivalent to the amount of carbon found in 79 railcars full of coal or the amount of carbon captured and stored annually by 12,000 acres of forests.

CTR Board successfully advocates for tax credit extension

The CTR Board, in partnership with the Association of Washington Business, successfully advocated to the Legislature to give small and mid-sized businesses greater incentive to provide CTR programs for their employees. The tax credit program amendment was passed during the 2015 Legislative session and adjusts the maximum amount of credits a single employer may request, phases out deferrals of credits and provides clarifications of the tax credit. The credit program, administered by the Department of Revenue, was also granted a 10-year extension. The number of businesses applying for credits has more than doubled since 2008. More than 670 employers applied for \$6.78 million in credits in 2014, far exceeding the \$2.75 million in CTR tax credits that are available each fiscal year.

The CTR tax credit program encourages employers to offer commute-alternative programs for their employees and supports the state’s goal to reduce congestion. Employers who provide financial incentives to their employees for ridesharing, using public transportation, car sharing or non-motorized commute options may apply for CTR tax credits against business and occupation or public utility taxes.

Employees continue reducing drive-alone rates across Washington

July 2007 through June 2014

Outcome	2007-2008 ¹	2009-2010	2011-2012 ²	2013-2014	2007 to 2014 Results
Drive-alone rate	65.7%	62.6%	63.7%	63.1%	-2.6 (-4.0%) ³
Vehicle Miles Traveled per employee	10.95	10.36	10.45	10.61	-0.34 (-3.1%) ³
Annual gallons of fuel saved ⁴					1.6 million
Annual fuel costs avoided ⁴					\$5.8 million
Annual greenhouse gas emission reduction ⁴					14,700 metric tons

Data source: WSDOT Commute Trip Reduction survey database.
 Note: 1 Data from this first reporting period represent a baseline for future data comparison. 2 Data differs from the GNB 51 edition as preliminary numbers were updated after publication. 3 Results show change from initial 2007 rates to current 2014 rates in both actual difference and percentage change. 4 Based on 2007-2014 Vehicle Miles Traveled reduction.

Board recommends addressing more drive-alone trips

CTR Board recommends growing trip reduction program

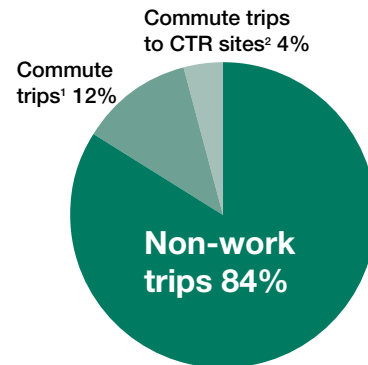
In both their 2013 and 2015 Reports to the Legislature, the CTR Board, supported by WSDOT, has proposed the Legislature broaden the policy focus of the CTR program beyond commute-to-work trips in an effort to reduce other types of drive-alone trips. The CTR Board is planning to request a bill in the 2017 legislative session that would amend the current CTR program. The planned legislation would authorize local jurisdictions to come up with innovative plans that broaden their markets for trip reduction and address the sources of congestion. Additionally, it would include a competitive grant program to provide support for local jurisdictions and organizations to develop and implement community-focused trip reduction projects and plans.

Non-commute drive-alone trips, with destinations such as shopping, medical appointments and social events, account for 84% of all annual trips, according to the most recent National Household Travel Survey conducted in 2009 (see figure at right). By changing the scope of trip reduction to include other types of trips,

Law reduces drive-alone commutes

The state's original CTR law was enacted in 1991 to improve air quality, reduce traffic congestion and decrease the consumption of fuel. The state Legislature then passed the Commute Trip Reduction Efficiency Act in 2006, which supports an urban center and land use focus within the program. The law requires major employers—workplaces with 100 or more full-time employees in the most congested areas of the state—to develop and implement employee commute programs to reduce the number and length of drive-alone commutes to work. The state provides grants to local governments to support employers and commuters. WSDOT staffs the CTR Board and provides technical assistance to local jurisdictions and employers to get their programs up and running. WSDOT also administers funding, guides the program with policies and procedures, and coordinates measurement and evaluation of the program. The CTR Board, appointed by the Secretary of Transportation, directs the program's policies and funding use and reports to the Legislature every two years.

Majority of drive-alone trips are for non-work reasons; CTR Board recommends program reform 2009; Nationwide drive-alone trips



Data source: National Household Travel Survey.

Note: 1 Indicates all vehicle trips taken to worksites without Commute Trip Reduction programs. 2 Indicates all vehicle trips taken to worksites with Commute Trip Reduction programs.

the CTR Board would be building upon the contribution already being made by the state's major employers in reducing traffic congestion, supporting a strong economy and encouraging healthy communities.

Locally designed and customized approaches for drive-alone trip reduction would provide new opportunities to meet both community and state goals. The proposal with new grant availability would better promote CTR program alignment with state and local priorities and goals by:

- Easing congestion by reducing drive-alone trips from the transportation system;
- Decreasing greenhouse gas emissions by reducing Vehicle Miles Traveled;
- Fostering healthy communities by lowering emissions and helping people make healthier transportation choices; and,
- Supporting the goals of the Washington State Public Transportation Plan.

At the state level, the proposed new CTR program would also strengthen the connection to Gov. Jay Inslee's Results Washington program by supporting the following two goals:

- Prosperous Economy—Sustainable Transportation: increase Washingtonians' use of alternative transportation for work commutes to 29% by 2020 (the 2013 use rate was 27.3%).
- Sustainable Energy and a Clean Environment—Clean Transportation: reduce transportation-related greenhouse gas emissions from 42.4 to 37.5 million metric tons by 2020.

Washington CTR worksites create innovative programs

Trip reduction pilot projects underway across Washington

Projects aimed at piloting new approaches to trip reduction began in 2013 in Tacoma, Seattle, Tukwila, Yakima, Redmond and Snohomish County. The CTR Board chose projects that, in a four-year time frame, would test the feasibility of “outside the box” approaches to reducing traffic congestion, air pollution and fuel consumption. These pilot projects, now two years underway, are scheduled for performance assessments in 2017.

WSDOT celebrates CTR program success at four worksites

Employers across Washington are implementing CTR programs to encourage their employees to find alternative commuting methods. Many CTR employers, four of which are highlighted below, have gone above and beyond to create successful programs.

Triumph Composite Systems, based in Spokane, has consistently maintained a well-rounded CTR program since it began in 1993. With more than 600 employees, the company is able to support an employee transportation coordinator, a guaranteed-ride-home program, 31 preferred parking spaces and a 50% vanpool subsidy. Triumph Composite Systems currently has 17 vans on the road with 175 vanpool riders. In addition, 46 employees carpool on a regular basis. Compared with the 2007 survey results, the company’s program prevented nearly 260,000 extra miles from being driven in 2014.

Big Fish Games in Seattle has achieved the lowest drive-alone rate (32.6%) of any worksite located in its geographic area, north of downtown Seattle.

\$ WSDOT administers the Commute Trip Reduction budget, which is \$5.67 million for the 2015-2017 biennium. Within the budget, \$3.9 million is distributed to jurisdictions to aid local employer programs. WSDOT supports implementation by providing technical assistance, collaborating with the CTR Board and measuring performance.

Employees at Big Fish Games receive transportation benefits including a fully subsidized transit pass, a guaranteed ride home, free parking for carpools and vanpools, and free access to shower and locker facilities at an on-site gym for walkers and bicyclists.

KPFF Consulting Engineers is a multi-office, multi-discipline engineering firm with a staff of 240 in their downtown Seattle office. KPFF has a current worksite drive-alone rate of 10.5%. Employees benefit from an improved quality of life and lower commuting costs as they utilize alternative commuting options, reduce congestion and promote a healthier workplace community.

The University of Washington’s Seattle campus is a strong partner of the city’s CTR program, helping about 70% of their 27,000 employees get to campus by using an alternative to drive-alone commuting. In doing so, UW achieved a 32.9% drive-alone rate, one of the lowest in its geographic area.



Alternative methods of commuting are becoming more popular in Washington communities, helping to reduce congestion statewide.

In the past year, UW has developed a Climate Action Strategy for Transportation with the overarching goal of becoming carbon neutral by 2050. The campus CTR program helps leverage UW’s efforts to reduce emissions by encouraging a shift to lower-carbon transportation modes, such as biking and walking, and changing how people perceive their transportation options.

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