

CTR Program Funding Policy and Allocation

Recommendation for CTR Board Action

Confirm existing CTR implementation funding policy and continue previous funding allocations to jurisdictions for the 2017 – 2019 biennium.

The CTR Board developed a CTR Program Funding Allocation Policy in 2008, revised that policy in 2013, and affirmed continuation of that policy and allocation amounts in 2014 for the 2015 – 2017 biennium. The 2014 decision stated that all CTR programs would continue with their existing CTR funding allocation, regardless of participation in pilot programs. The CTR Board applied this policy for the last two biennia and allocated the same amount of funding to each jurisdiction for program implementation. This recommendation aligns with that approach.

Key Elements of the Recommendation

- Provides minimum base funding to all currently active jurisdictions
- Formula = number of worksites + performance (reduction of trips needed to meet targets in 2007 plans)
- Exempts new areas from coming into the program unless additional funding is provided for start-up and implementation

Reasoning

- This approach will allow WSDOT and local implementers to proceed to update CTR contracts and ensure continuity of service
- State funding for the program has remained the same since 1991 despite increased number of worksites. No additional funding has been provided for newly affected jurisdictions to come into the program or for participating jurisdictions to expand their programs. In 2014, the CTR Board reevaluated the funding policy and concluded that it was not possible to address these expansion opportunities without changes to the law and additional funding.
- Conversations about program expansion opportunities and funding will occur as part of a broader conversation during the strategic planning process. This process provides a more robust opportunity to consider changes that affect funding and gain consent for recommended changes. If authorized, changes would occur during 2019-2021 biennia.