

DRAFT New Transportation Grant Focused on Trip Reduction

In the 2017 session, the Washington State Legislature created a \$250,000 pilot grant program to

- expand public-private partnership trip reduction incentives
- make measurable reductions in off-peak, weekend and non-work vehicle trips on the I-90, I-5 or I-405 corridors
- test potential improvements to the state’s commute trip reduction program

The state’s Commute Trip Reduction Program focuses on peak commute hours in the most congested areas of the state and worksites with a large number of employees. This pilot grant program provides an opportunity to demonstrate the effectiveness of techniques that increase the use of buses, walking, trains, bicycles, vanpools, carpools, telework and more beyond peak commute hours.

WSDOT will administer the pilot program. The Washington State Commute Trip Reduction (CTR) Board and other organizations will advise.

Draft Timeline

June 30, 2017	August 15	September (TBA)	October 1	April 30, 2018	October 30, 2018	Dec. 1, 2018
Notice of funding availability	Application deadline	Complete evaluation and ranking of proposals	Award notice	Project progress summary	Progress report due to WSDOT	WSDOT Report to Legislature

Eligibility and Requirements

- All types of organizations are eligible to apply.
- Grant funds will be awarded through a competitive process that reflects legislative interest as documented in the 2017-2019 state transportation budget: public-private partnership, measurable performance, specific highway corridors, and learning.
- Project durations will be from July 2017 to June 2019. Proposals must focus on travel markets using the Interstate 90, 5, or 405 corridors and will be prioritized by beneficial effects on these corridors.
- Eligible activities include an array of transportation demand management techniques like transit passes, ridesharing services, parking management, travel training, new bicycle racks, new or expanded transit operations, and more.
- Each applicant must include both a public and private partner and identify a single organization as project lead. Roles and responsibilities of all partner organizations must be clearly identified in the application. Either public or private partner may serve as project lead.
- A 10 percent local match is required. Match-eligible expenditures include transportation operating costs, capital costs, labor, incentives, subsidies, marketing, materials production and distribution costs (postage, internet advertising purchases, etc.).

- Projects must, at a minimum, measure and report number of trips reduced and vehicle miles traveled reduced.
- Projects must report lessons learned to inform potential improvements to the traditional CTR program.
- The implementing organization must report on the project's progress, including its identified performance measures and potential improvements, to WSDOT by October 30, 2018.

Evaluation

WSDOT has developed a two-step process to evaluate applications based on legislative intent and conversation with the Commute Trip Reduction Board.

1. Proposals will be screened by WSDOT staff to ensure that they are eligible:

- Include both a public and private sector partner
- Meet minimum match requirement
- Include all required application information
- Test techniques that are scalable and/or transferable to other communities
- Can produce preliminary performance results by April 30, 2018 and final, documented performance results by October 30, 2018
- Can demonstrate reductions of trips and vehicle miles travelled using mutually-agreed upon performance measurement methods
- Measureable, beneficial effect on I-90, I-5 and/or I-405 and the people and communities these corridors serve

2. Applications deemed eligible will be evaluated by a panel comprised of transportation experts (including CTR Board members) and WSDOT staff. Evaluation criteria:

- Trips reduced
- Vehicle miles traveled reduced
- Cost per trip reduced
- Cost per vehicle mile traveled reduced
- Readiness to proceed

Organizations that apply for grant funds will not be eligible to serve on the evaluation panel. The panel will recommend a prioritized project list to WSDOT's Public Transportation Division Director and CTR Board Chairperson.

Enabling Legislation

\$250,000 of the multimodal transportation account is provided solely for:

- A voluntary pilot program to expand public-private partnership incentives to make measurable reductions in off-peak, weekend, and nonwork trips.
- Ridesharing may be integrated into grant proposals.
- The department shall prioritize grant proposals that focus on the Interstate 90, Interstate 5, or Interstate 405 corridor.
- The department shall offer competitive trip-reduction grants.
- The department shall report to the transportation committees of the legislature by December 1, 2018, on the pilot program's impacts to the transportation system and potential improvements to the CTR grant program.