Washington State’s Growth and Transportation Efficiency Centers

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Washington state context

- Growth Management Act (1990)
  - Requires local comprehensive plans for transportation and land use that must be internally consistent and consistent with development regulations and projects
  - Establishes regional transportation planning organizations (RTPOs) to coordinate transportation plans in their region
  - State has no authority over local plans and decisions

- Commute Trip Reduction (CTR) Act (1991)
  - Requires large employers in urban parts of the state to develop a commute program
  - Local jurisdictions administer the program

- CTR Efficiency Act (2006)
  - Created the Growth and Transportation Efficiency Center (GTEC) program
What are the issues that the GTEC program is trying to address?

- Despite requirements, transportation and land use plans aren’t integrated
- Transit doesn’t have input into land use planning or transportation investment decisions
- RTPOs certify transportation plans, but have no authority over land use decisions
- CTR only addresses a portion of the peak period travel market

What is GTEC?

- A voluntary program that links land use and transportation in urban areas to reduce VMT and SOV commute trips
- Fourteen cities are developing plans
- The GTEC program is a statewide framework customized by local jurisdictions for their transportation and land use context (plans, priorities, and available services)
What will GTEC do?

- Ties economic goals to land use decisions and transportation investments
- Brings transit to the land use table
- Directs RTPOs to coordinate
- Increase efficiency on the state highway system in key areas
- Requires that GTECs be prioritized in funding

WORK TRIPS MODE DISTRIBUTION
By Location of Household and Work Place

<table>
<thead>
<tr>
<th>Mode</th>
<th>Household INSIDE Centers Work INSIDE Centers (4.6% of work trips)</th>
<th>Household OUTSIDE Centers Work OUTSIDE Centers (59.9% of work trips)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALK</td>
<td>25.5% INSIDE/INSIDE vs. 1.8% OUTSIDE/OUTSIDE</td>
<td>WALK 1.8%</td>
</tr>
<tr>
<td>HOV 1</td>
<td>33.2% INSIDE/INSIDE vs. 11.3% OUTSIDE/OUTSIDE</td>
<td>HOV 11.3%</td>
</tr>
<tr>
<td>HOV 2</td>
<td>7.1%</td>
<td>HOV 2.2%</td>
</tr>
<tr>
<td>SOV</td>
<td>38.3% INSIDE/INSIDE</td>
<td>SOV 84.9%</td>
</tr>
<tr>
<td>BUS (Public Transit)</td>
<td>2.0%</td>
<td>BUS (Public Transit) 1.4%</td>
</tr>
<tr>
<td>BICYCLE</td>
<td>3.0%</td>
<td>BICYCLE 1.4%</td>
</tr>
<tr>
<td>OTHER</td>
<td>0.0%</td>
<td>OTHER 0.8%</td>
</tr>
</tbody>
</table>

WALKING rate = 25.5% INSIDE/INSIDE vs. 1.8% OUTSIDE/OUTSIDE
HOV rate = 33.2% INSIDE/INSIDE vs. 11.3% OUTSIDE/OUTSIDE
BUS (Public Transit) rate = 25.2% INSIDE/INSIDE vs. 2.0% OUTSIDE/OUTSIDE
Next steps for the GTEC program

- 14 plans will be submitted to the state in October, after regional certification

- State has $2.4 million to allocate to individual GTECs, based on needs and state priorities

- Implementation will begin in spring 2008 with baseline measurement, subsequent measurements in 2009 and 2011