



## **Summary of WSDOT's Urban Programs**

This briefing packet contains information about some of WSDOT's statewide demand management programs. The briefing is intended to provide an overview of these programs and how they support the state's vehicle miles traveled reduction goals.

All of these programs will continue to evolve based on experience and the state's goals for reducing congestion, energy use, and greenhouse gas emissions. Through several of these programs, local governments, regions and the state have set goals to reduce vehicle miles traveled (VMT) per employee, and while these efforts are limited in scope, they can provide a foundation for broader initiatives.

### **How does the program help reduce VMT?**

On February 7, 2007, Governor Gregoire issued Executive Order 07-02, which set targets for the state of Washington to reduce emissions of greenhouse gases to 1990 levels by the year 2020, and to 50 percent below 1990 levels by 2050. Currently, vehicle usage produces 47 percent of the state's emissions, with on-road transportation producing more than 72 percent of vehicle usage emissions<sup>1</sup>. It will be difficult to reduce emissions of greenhouse gases from transportation enough to meet the executive order targets without also reducing transportation demand. This is still true, even with recent federal legislation to improve vehicle fuel efficiency, and with aggressive development and use of biofuels.

The CTR program contributes to emission reductions and has an effect on total transportation demand. Commute trips by employees who work at CTR worksites account for 4.6 percent of statewide VMT. Even if all of the employees at CTR worksites switched to "zero emission" modes -- walking, bicycling, or teleworking -- statewide VMT and its associated greenhouse gas emissions would only decrease by 4.6 percent. This is because employees who work at these sites are only about 20 percent of total state employment, and because commuting accounts for between 18 and 33 percent of individual and household VMT. The addition of GTECs to the CTR program, via the CTR Efficiency Act and subsequent funding, makes roughly another 2 percent of VMT accessible to the program.

### **What can we be doing with existing resources to enhance the program's ability to reduce VMT?**

There are opportunities for Washington's demand management activities to make a more sizable contribution to achieving the goals of Executive Order 07-02. In the short term, focusing on longer commute trips, vanpooling, express bus service, and telework have the greatest potential to yield rapid reductions in VMT and emissions within the present base of employees in the CTR program. The 10 percent of employees who live farthest from their CTR work locations account for 30 percent of the VMT within the program, compared to less than 1 percent of the VMT for the 10 percent of employees who live closest. Shifting the focus to employees who live the farthest from work will require a change in marketing strategy by employers. They will need to identify and focus on their more distant employees, and support for transportation services to

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<sup>1</sup> Off-road transportation refers to aviation, marine, and rail transportation emissions.

enable these employees to drive less frequently to work.

**What could we (or should we) be doing with additional resources?  
(i.e. where are the opportunities for growth/enhancement)?**

In the longer term, the scope of demand management efforts will need to expand, both working with more than the present 20 percent of the state’s commuters, and developing and implementing strategies to enable citizens in reducing their current VMTs on other non-work trips. Trips made for shopping, to get children to and from school, and for some types of recreation are probably the types of trips better suited for effective demand management. Enabling more people to live closer to work, school, and other activities – or closer to convenient transit options – would also help to reduce future demand for travel.

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**Percentage of Washington State On-Road Transportation Emissions in 2005**

