



Trip Reduction Performance Program (TRPP)

What is the program?

The legislature created the Trip Reduction Performance Program (TRPP) in 2003 as a way for the state to fund organizations that implement sustainable, cost-effective projects that increase the capacity of the transportation system by reducing the number of drive-alone trips and vehicle miles traveled (VMT) for commute purposes. TRPP funds are awarded on a competitive basis to entrepreneurs, private employers, public agencies, nonprofit organizations, developers and property managers who provide financial incentives to commuters for using alternatives to driving alone.

The purpose of the program is to create a trip reduction “market” in which the Washington State Department of Transportation (WSDOT) takes “bids” from organizations to reduce commute trips. WSDOT sets a cap on the price it is willing to pay per trip reduced over the course of a year. The program is different from a standard grant program in that the final award for a contractor is dependent on the performance of a project. Contractors are eligible for financial bonuses (up to a cap) if their projects exceed their goals.

The legislature provided \$1.5 million for each of the first two cycles of the program in 2003-2005 and 2005-2007. In each biennium, the program exceeded its trip reduction goals as shown in the table below.

How does the program help reduce VMT?

TRPP offers a mechanism for the state to fund innovative projects to reduce drive-alone commute trips and commute VMT. As WSDOT and the Commute Trip Reduction (CTR) Board evaluate the program, there will be an opportunity to recommend changes, and the program focused specifically on the state’s goals for reducing VMT per capita.

What’s happening now?

The legislature provided \$2.5 million in 2007-2009 for the TRPP. WSDOT awarded the funds in two separate calls for projects. If the program meets its 2007-2009 goals, 6,900 drive-alone trips will be reduced daily; many of these trips will be to CTR worksites. Results will be measured by June 2009 and final payments will be made based on project performance.

| Trip Reduction Performance Program | | | |
|---|--------------------------------|-----------------------------|------------------------|
| | Estimated Trips Reduced | Actual Trips Reduced | Amount per Trip |
| 2003 - 2005 | 3,427 | 5,150 | \$243 |
| 2005 - 2007 | 3,906 | 4,379 | \$234 |
| 2007 – 2009 | | | |
| Round One | 4,271 | - | \$321* |
| 2007 – 2009 | | | |
| Round Two | 2,668 | - | \$375* |

* Proposed amount - final amount per trip will depend upon results

WSDOT is currently evaluating the TRPP model to see how it can be improved based on the experiences of two completed funding cycles. WSDOT will also be working with

the CTR Board to determine the effectiveness of the program compared to the Rideshare Tax Credit, which offers credits in the business and occupation tax to employers that subsidize or offer incentives to their employees to use alternatives to drive-alone commuting. The Tax Credit program is funded at \$5.5 million per biennium. The legislature has directed the CTR Board to make recommendations about the effectiveness of the two programs and if funding should be shifted between them.

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

WSDOT is evaluating the program and considering how TRPP can be more effective. Part of this evaluation is determining ways the program can focus on VMT.

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

In its evaluation of TRPP, WSDOT is considering several policy options, including:

- Shifting the focus from drive-alone commute trips to all trips, or to all trips in the peak period
- Shifting the bids and performance payments from drive-alone trips reduced to VMT reduced
- Shifting the focus to specific corridors where the need for trip reduction is greatest
- Whether TRPP can be used to supplement programs at CTR worksites or within Growth and Transportation Efficiency Centers (GTECs) as it does currently, or whether it should be focused on commuters that are not already exposed to these programs
- Dedicating a portion of the funds to innovative projects that may not perform well, but will advance the state of the practice, while awarding the rest of the funds for more proven strategies based on performance

Program Contact:

Hiep Tran

Trip Reduction Performance Program Manager
Washington State Department of Transportation
360-705-7806

tranh@wsdot.wa.gov

www.wsdot.wa.gov/tdm/trpp