

# State performance target

**Action:** WSDOT to report. TDM Technical Committee to decide.

**WSDOT report:** WSDOT conducted outreach to implementers regarding preferences for the state performance target. Emerging preference for "XX% drive-alone rate."

## Background:

- State target is element of the state CTR plan and performance reporting. Also, it is an option for local and regional plans.
- CTR local and regional plans options: 1) select state target; or 2) create local target.
- All performance measures discussed with implementers will be reported through the state CTR plan, but only 1 is the target.

## Next steps:

- Decision from the Tech Committee
- WSDOT to review methodology and determine number

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## What we heard:

- Jurisdictions value the state target beyond local plan.
- Preference themes:
  - Easily understood; avoid complexity
  - Relevant to local policy; consistency with state policy
  - Consensus for aspirational, within reason

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**Preference:** when asked, most implementers favored a drive-alone rate (DAR)

Performance Measure Alternatives	Discussion points
<b>XX VMT per employee</b>	Explaining vehicle miles traveled is complicated.
<b>XX metric tons of CO2 per employee</b>	Explaining CO2 per employee is complicated and requires explaining vehicle miles traveled.
<b>XX% drive-alone rate</b>	Explaining is easy.
25-27 CTR survey <b>results show a reduction</b> in drive alone rate from 23-25 CTR survey	A number best supports local planning efforts.