CTR 4-YEAR PLANS
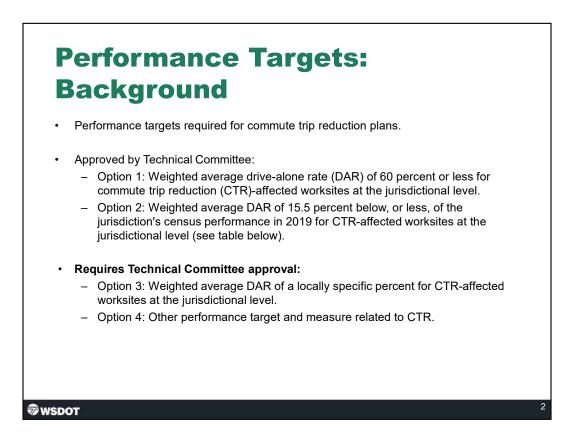
PERFORMANCE TARGETS FOR APPROVAL

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April 4, 2024

Good Morning, technical committee members and guests. Today I will be bringing you a performance target for your approval.

Performance Targets: Background

- Performance targets required for commute trip reduction plans.

- Approved by Technical Committee:
    - Option 1: Weighted average drive-alone rate (DAR) of 60 percent or less for commute trip reduction (CTR)-affected worksites at the jurisdictional level.
    - Option 2: Weighted average DAR of 15.5 percent below, or less, of the jurisdiction's census performance in 2019 for CTR-affected worksites at the jurisdictional level (see table below).

- **Requires Technical Committee approval:**
    - Option 3: Weighted average DAR of a locally specific percent for CTR-affected worksites at the jurisdictional level.
    - Option 4: Other performance target and measure related to CTR.
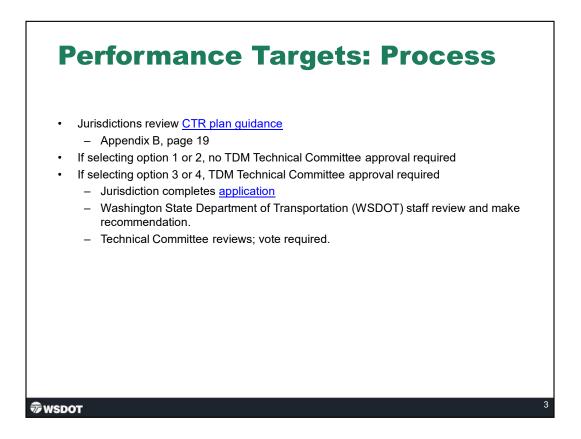
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Some background:

Why are we doing this?

CTR 4-year plans require a performance target.

There are four options. If a jurisdiction chooses options 1 or 2, these have already been approved by the technical committee.

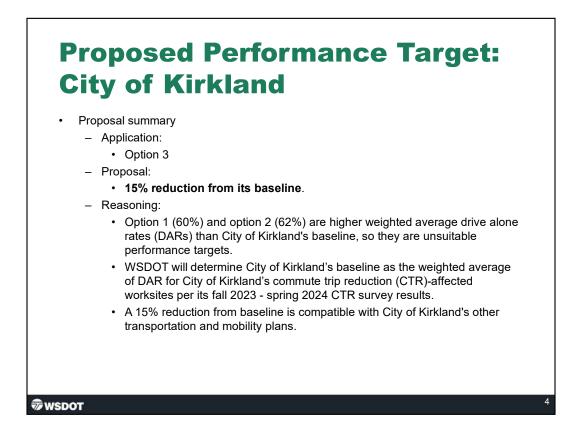If a jurisdiction chooses options 3 or 4, they need to obtain technical committee approval.

Performance Targets: Process

- Jurisdictions review CTR plan guidance
  - Appendix B, page 19
- If selecting option 1 or 2, no TDM Technical Committee approval required
- If selecting option 3 or 4, TDM Technical Committee approval required
  - Jurisdiction completes application
  - Washington State Department of Transportation (WSDOT) staff review and make recommendation.
  - Technical Committee reviews; vote required.

Our process when a jurisdiction chooses option 3 or 4 is:

The jurisdiction completes an application that they submit to WSDOT.

WSDOT reviews the application and makes a recommendation whether or not to approve.

WSDOT shares their recommendation with the technical committee.

The TC reviews the application and WSDOT staff's recommendation, and then votes whether to approve the jurisdiction's proposal.
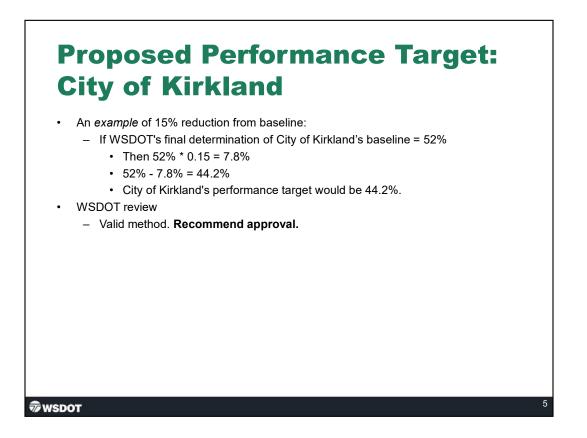
Proposed Performance Target: City of Kirkland

- Proposal summary
  - Application:
    - Option 3
  - Proposal:
    - **15% reduction from its baseline**.
  - Reasoning:
    - Option 1 (60%) and option 2 (62%) are higher weighted average drive alone rates (DARs) than City of Kirkland's baseline, so they are unsuitable performance targets.
    - WSDOT will determine City of Kirkland's baseline as the weighted average of DAR for City of Kirkland's commute trip reduction (CTR)-affected worksites per its fall 2023 - spring 2024 CTR survey results.
    - A 15% reduction from baseline is compatible with City of Kirkland's other transportation and mobility plans.

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We are here today to discuss a proposal from the City of Kirkland. This was included in the meeting materials for your review prior to the meeting.

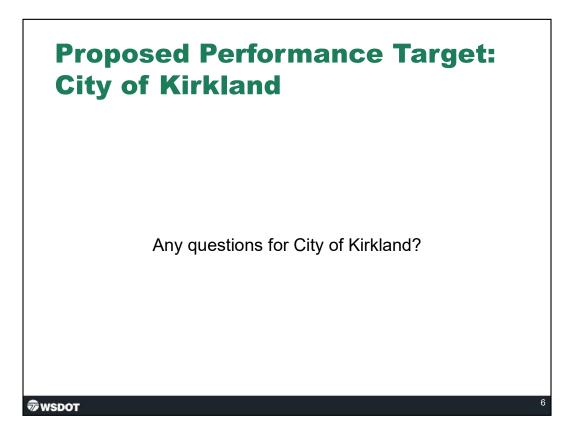The City is proposing option 3, which is a 15 percent reduction from its baseline.

The City's reasoning is that:

- Options 1 and 2 are unsuitable because they are higher weighted average DARs than City of Kirkland's baseline.

- What would be more suitable? City of Kirkland suggests beginning with its baseline. Take that baseline and then reduce the performance target 15 percent from the baseline.

- Where does City of Kirkland get its baseline? WSDOT will determine City of Kirkland's baseline as the weighted average of DAR for City of Kirkland's CTR-affected worksites (per its fall 2023 - spring 2024 CTR survey results).

- A 15% reduction from baseline is compatible with City of Kirkland's other transportation and mobility plans.

Proposed Performance Target: City of Kirkland

- An *example* of 15% reduction from baseline:
  - If WSDOT's final determination of City of Kirkland's baseline = 52%
    - Then 52% * 0.15 = 7.8%
    - 52% - 7.8% = 44.2%
    - City of Kirkland's performance target would be 44.2%.
- WSDOT review
  - Valid method. **Recommend approval.**

An example of how City of Kirkland's performance target may be determined.

WSDOT staff have reviewed City of Kirkland's proposal and we recommend approval.

Proposed Performance Target: City of Kirkland

Any questions for City of Kirkland?

WSDOT

We have a representative here today from City of Kirkland. Does the committee have any questions for the City?

Proposed Performance Target: City of Kirkland

DECISION: Technical Committee vote whether to approve

I suggest that the Technical Committee now make a motion to vote whether to approve the City of Kirkland's proposal.

Do we have quorum? We need eight TC members present to have quorum.