

2025-2029 CTR 4-year Plan – Unincorporated King County

Benefits of CTR

1. Describe the local land use and transportation context and objectives.

a. Describe the setting in the jurisdiction as it is today or will be in the near future.

1. Land Use: A vast majority of Unincorporated King County is forest and agricultural land extending from Snoqualmie Valley to the crest of the Cascade Mountains. There are small urban areas that are still unincorporated near Seattle, Redmond, Renton/Issaquah, and Federal Way/Auburn. These more urban areas are characterized in general by suburban, single-family housing, and wide roads with little to no transit. King County expects many of the more urban areas to be incorporated into surrounding towns in the future. Much of the remaining parts are restricted to parks and agriculture, there are also some tribal lands. Most of this land is outside of the urban growth area boundary and will see moderate growth in housing. They contain very few of King Counties CTR affected work sites and that is likely to continue in the future.
2. Transportation: These areas are currently served infrequently by transit, more detail on routes can be found below. During this 4-year plan, Metro hopes to restore service on suspended routes (ex Black Diamond Express) in some form and increase frequency on existing routes (ex Route 168) in these areas. Currently most trips are taken by SOV, using local roads and a network of State Routes (18, 164, 167, 169, 202, 203, 410, 509, and 900) as well as I-5 and I-90, all of which cross through or adjacent areas of UKC.

b. Describe features of land use and transportation facilities and services that affect commuters.

1. The primary land use of Unincorporated King County is residential housing, agricultural land, and State or local parks/natural areas. There are very few transit options serving these areas, but include King County Routes:
 - 106/107 (Bryn Mawr/Skyway)
 - 111 (Peak only Lake Kathleen/Renton)
 - 118/119 (Vashon Island)
 - 132 (Seattle/South Park)
 - 168 (Kent, Covington, Maple Valley)
 - RapidRide H (White Center)
 - DART 224 (Redmond, Duvall)
 - DART 907 (Renton, Maple Valley, Black Diamond)
 - DART 915 (Auburn, Enumclaw)
 - DART 917 (Auburn, Pacific)
 - Snoqualmie Valley Transportation (Duvall, Carnation, Fall City, Snoqualmie, North Bend)
2. Outside the two areas adjacent to Seattle (Bryn Mawr/Skyway and White Center), these routes are generally less frequent and may not cover the whole day. This leads to most trips being taken by SOV for most commute trips. These patterns are unlikely to change in the near future. Beyond 2029, King County Metro intends to increase its express bus service to more rural communities in

UKC and tries to consider other viable alternatives to SOV trips that could be piloted and sustainable over time

- a. **Describe whether and how commuting patterns have changed in the past few years.**
 - i. As the population of unincorporated King County has grown so has congestion on main arterials connecting these communities to urban centers, especially as people moved further from their workplaces during COVID-19.
- b. **List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.**
 - i. CTR best helps support the King County Comprehensive Plan (updated 2022) in the following actions/goals:
 - T-102: King County should support, plan, design, and implement an integrated, coordinated and balanced multimodal transportation system that serves the growing travel needs of the county safely, effectively and efficiently and promotes a decrease in the share of trips made by single occupant vehicles.
 - T-202a: In areas not well suited to fixed route transit, the county should work with partners to develop a range of alternative service options such as community shuttles, real-time rideshare, community vans and other innovative options.
 - T-203: As funding permits, King County should partner with jurisdictions and the private sector to spur infrastructure investments that enhance opportunities for transit, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles.
 - T-245: King County shall implement policies and programs that support transportation demand management, nonmotorized travel, transit service improvements, and expansion of high-occupancy-vehicle travel in order to increase the share of trips made by modes other than driving alone.
 - T-248: King County should promote employee transportation programs that encourage trip reduction, use of public transportation, walking, and bicycling. King County should demonstrate regional leadership by continuing to provide a model program for its own employees.
 - T-248a: King County should actively participate in developing and implementing state-mandated Commute Trip Reduction programs.
 - T-322: Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies, the use of low-carbon fuels, and strategies to reduce greenhouse gas emissions, including land use changes, provision of transit, promotion of nonmotorized travel, joint purchasing, pilot projects, and actions to reduce vehicle miles traveled.
- c. **Describe critical aspects of land use and transportation that should be sustained**

and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.

- i. King County should continue to encourage the incorporation of more urban UKC in order to promote further growth and integration into services. Incorporation of areas near Seattle and Redmond would provide additional support to two worksites and enable increased transit connections.

2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.

- a. Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question.
 - i. Reducing SOV Trips: Both the CTR program and the King County Comprehensive Plan have the goal of reducing SOV trips in the region, for both traffic and GHG emissions. Encouraging commuters to take trips via HOV, transit, bike, or other alternate mode helps to meet those goals.
 - ii. Encouraging Alternative Modes: Supporting the switch to making more trips by alternate mode helps meet the goals above and increase usage of regional assets such as bike lanes, multimodal trails, and transit.
 - iii. Engagement and Networking: CTR encourages the engagement of business from around the region and state to engage and continue to engage in TDM best practices. It also helps us, as implementers, understand the needs and challenges, of employers and employees. Connecting employers also allows interaction between them they might not otherwise have and encourages the sharing of wins that can be replicated at other worksites.
 - iv. Climate Goals: By shifting trips from SOV to alternate modes, CTR helps King County to meet Climate Goals around the reduction of GHG.

3. Describe how the CTR program will help achieve the jurisdiction's environmental objectives.

- a. Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.
 - i. While the goals of CTR are good and any reduction in SOV trips helps in meeting GHG reduction goals, the program also provides the opportunity to see what works and what doesn't at these worksites and apply those lessons elsewhere in our work. But considering that these sites represent a very small portion of both workers and residents in UKC, CTR plays a small part in these areas relative to incorporated areas of King County..
- b. Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.
 - i. Reduction in SOV trips can help reduce overall air and noise pollution in affected neighborhoods near the worksite and along employee route to work.

- ii. Our affected worksites are located in more rural areas or along critical areas. Lower SOV trips would help divert some contaminants from car tires from reaching water sources.

4. Describe how your CTR program will help achieve regional and state objectives.

- a. Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.
 - i. While there are a very limited numbers of affected worksites in Unincorporated King County, meeting CTR targets would help communities directly affected by commute trips. We would hope to see lower levels of air pollution and less congestion in the area. In addition, this work will help us meet goals in VISION 2050 such as MPP-Ec-2, 8, and 16.
- b. List adjacent CTR-affected cities and counties.
 - i. Counties
 - Kitsap County
 - Pierce County
 - Snohomish County
 - ii. Cities
 - City of Auburn
 - City of Bellevue
 - City of Burien
 - City of Des Moines
 - City of Federal Way
 - City of Issaquah
 - City of Kent
 - City of Kirkland
 - City of Mercer Island
 - City of Redmond
 - City of Renton
 - City of SeaTac
 - City of Seattle
 - City of Shoreline
 - City of Tukwila
 - City of Woodinville
- c. Describe the top few cross-border and regional transportation issues that affect your jurisdiction.
 - i. U.S. Census data shows Seattle continues to be one of the fastest-growing cities in the nation, with housing costs increasingly pushing low-income workers to seek affordable housing further from the core city. In King County, 35% of PSRC and WA State Dept. Of Commerce survey respondents cited that they had to live further from work to afford housing. Metro rider data for priority populations shows an average 7.8% greater trip length than general riders. Increased distance means high travel times and higher transportation costs. Transit service in the suburbs and adjacent counties is less frequent and

has less coverage than within core cities. According to Public Health and Economic Policy Institute data, people of color and women are overrepresented in low-income and essential jobs and more likely to work in person. Shift workers, who are disproportionately priority populations, work off-peak hours and have far fewer transit options as they are not commuting during peak periods when transit service frequencies are higher. At the same time, providing transit service in these areas is a high-cost endeavor and requires significant capital and service investment.

- d. Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.
 - i. ORCA Passport: ORCA Passport covers the most transit options in the region for the lowest cost, about 1/3 to 1/4 the cost of an equivalent monthly retail ORCA pass. King County has been working to increase the number of businesses we are working with to provide cheaper and more accessible transit options to businesses across the region. Expanding our program to cover more small and micro businesses, as well as seasonal employers and multifamily residences.
 - ii. TDM Strategies: King County runs multiple TDM programs throughout the region to encourage and incentivize non-SOV trips. We also provide consultations to businesses to support vanpool and carpool formation and adoption.

Performance targets

5. List your jurisdiction's CTR performance target(s).

- a. List performance targets that reflect only CTR-affected worksites.
 - i. Weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.
- b. List any additional performance targets.
 - i. None

6. List the base value you'll use for each performance target.

- a. For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.
 - i. Will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

7. Describe the method you used to determine the base value for each target.

- a. Provide the source for each base value listed.
 - i. Will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

8. Describe how you'll measure progress toward each target.

- a. List the method you'll use to measure progress for each target.
 - i. Compare results of 2025-2027 CTR Survey results to 2023-2025 baseline

9. List your jurisdiction's CTR-affected worksites.

- a. List all your CTR-affected sites.
 - i. Delta Marine – Boulevard Park, adjacent the South Park neighborhood of Seattle
 - ii. Pacific Research – Vashon Island
 - iii. SpaceX – Novelty Hill, near City of Redmond

10. List a performance target for each CTR-affected worksite.

- a. Will establish performance targets during the 2023-2025 survey cycle.

11. List the base value you'll use for each site.

- a. Will establish a base value during the 2023-2025 survey cycle.

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.

- a. Events and webinars
 - i. King County Metro and our partners (Commute Seattle and/or Move Redmond) are willing and able to attend benefit, wellness, and/or sustainability fairs at CTR affected businesses to promote alternatives to driving.
 - ii. King County and our partners can make custom webinar presentations to address service changes or specific concerns of employers and their employees.
- b. Newsletter
 - i. King County Metro maintains a monthly newsletter with information on travel disruptions, changes in service, and general transportation information for the region.
- c. Explore transit enhancements
 - i. When applicable, we have worked to create partnerships with employers to see if slight changes in route or service would help increase non-SOV trips.
- d. Incentive support
 - i. Where and when appropriate King County Metro and our partners will provide incentives to commuters participating in TDM programs in the worksite's area
 - ii. King County Metro and our partners will make worksites aware of external incentive programs that they can participate in such as Switch Your Trips.
- e. Upcoming Pilots
 - i. When applicable King County Metro will let existing or newly affected sites about upcoming pilots, such as the new seasonal worker passport pilot.

13. Describe how jurisdiction services and strategies will support CTR-affected employers.

- a. King County Metro is exploring altering the DART 224 to have a stop closer to SpaceX and surrounding businesses after requests from the company and their King County Councilmember
 - i. The worksites are on average 0.5mi from transit stops, though it is not possible to have stops closer to Delta Marine or Pacific Research

- b. King County Metro and our partners will work with our Vanpool team to help employees form Vanpool and Carpools to their worksites.

14. Describe barriers your jurisdiction must address to achieve CTR targets.

- a. Describe how you'll address these barriers.
 - i. Fixed route transit accessibility – We will continue to work with affected companies on vanpool and carpool options. Where applicable (SpaceX) we will investigate changes to routes that help encourage transit usage.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

- a. Rideshareonline.com

16. Transcribe or link to your local CTR ordinance.

- a. [King County CTR Ordinance](#)

17. Describe your financial plan.

- a. Describe the estimated average annual costs of your plan.
 - i. Implementation funds from WSDOT \$31,300
 - \$10,433.33 – Move Redmond to work with SpaceX
 - \$20,866.67 – Commute Seattle to work with Delta Marine and Pacific Research
 - ii. King County Metro grant management and reporting
 - \$6,000 (~5% FTE)
 - iii. Total = \$37,300
- b. Describe likely funding sources, public and private, to implement your plan.
 - i. WSDOT and King County Metro operating budget

18. Describe who will conduct the activities listed in your plan.

- a. Commute Seattle – Delta Marine and Pacific Research
- b. Move Redmond – Space X

19. Indicate who will monitor progress on your plan. List job title, department, and name.

- a. Rocco DeVito, Customer Relationship Manager, King County Metro

20. List your implementation schedule.

- a. Provide the timeline for anticipated projects.

1 st Biennium, 2025 - 2027	2 nd Biennium
<ul style="list-style-type: none"> Work with partners to identify any missing worksites that should be in the CTR Program 	<ul style="list-style-type: none"> Work with partners to identify any missing worksites that should be in the CTR Program

<ul style="list-style-type: none"> • Train ETCs and work to increase the knowledge and materials for them • Distribute commuter information to worksites through ETCs • Maintain compliance with CTR workplan • Complete worksite surveys and program reports in applicable year • Manage program budget and invoicing • Engage worksites to learn how we can support and expand non-SOV trips 	<ul style="list-style-type: none"> • Train ETCs and work to increase the knowledge and materials for them • Distribute commuter information to worksites through ETCs • Maintain compliance with CTR workplan • Complete worksite surveys and program reports in applicable year • Manage program budget and invoicing • Engage worksites to learn how we can support and expand non-SOV trips • Use what we learned in these cycles to update and create the 2029-2033 4-year CTR Plan
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21. Describe the CTR plan for jurisdiction employees.

- a. Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.
 - i. King County Metro manages Commute Trip Reduction for County employees and runs an extensive [Employer Transportation Program](#) aimed at reducing SOV trips taken by employees. Our employee program and sites are located in and monitored by the respective jurisdictions, such as the Cities of Seattle, Bellevue, Shoreline, and Renton. The program includes ORCA Cards covering all transit in the region. King County has also recently increased Vanpool subsidies to 100% for employees to encourage its use, especially for sites where transit may not be an option. Our ETP coordinators provide assistance to employees with questions, and conduct events at worksites throughout the county several times a year. This year they will be working on pilots to improve bike commuting and HFG programs.

22. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.

- a. Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?
 - i. King County employees are treated as being in other jurisdictions, primarily the City of Seattle. They do not contribute to the plan for Unincorporated King County.

23. List the transit agencies that provide service in your jurisdiction.

- a. King County Metro
- b. Community Transit
- c. Pierce Transit
- d. Sound Transit

Alignment with plans

24. List the transit plans you reviewed while developing this plan.

- a. King County Metro – Metro Connects
- b. King County Metro – Service Guidelines
- c. King County – Comprehensive Plan
- d. PSRC – Regional Transportation Plan

25. Describe how this CTR plan supports the transit plans.

- a. This plan helps to identify large employers in Unincorporated King County and keep them in mind when planning new or updating current transit plans.
- b. King County Metro has been working to potentially adjust an existing route closer to one of our CTR worksites.

26. Describe any comprehensive plan updates that are needed and when they will be made.

- a. None

Engagement

27. Describe stakeholder engagement.

- a. Who did you talk to?
 - i. Commute Seattle
 - ii. Move Redmond
 - iii. SpaceX
 - iv. Delta Marine
 - v. Pacific Research
- b. When did you talk to them?
 - i. September 2024
- c. What did they have to say?
- d. Our partners and the worksites said they saw the value in the program but that they had particular difficulties in encouraging alternatives to SOV trips due to their location on the fringe of urban areas with limited transit options. Pacific Research does have a considerable number of carpool and vanpool riders and are likely on target, this is likely driven by commutes by ferry. SpaceX would like to find ways of supporting a program and is working with Metro to potentially move a bus stop to encourage transit trips. Those two worksites have also increased communication with our partners managing their CTR compliance. Delta Marine has been resistant to working with us and we hope to use lessons learned from the other sites to change behavior at that worksite. How did what they said influence the plan?
 - i. This feedback helped us to focus a little more on vanpool and carpool options and incentives at these worksites, especially with learnings from Pacific Research.

28. Describe vulnerable populations considered.

- a. Low income and diverse communities, specifically in the South Park

29. Describe engagement focused on vulnerable populations.

- a. Who did you talk to?
 - i. ECOSS and Reconnect South Park
- b. When did you talk to them?
 - i. ECOSS - Outreach in Nov 2024; Reconnect South Park - Presentation and discussion with lead in Oct 2023.
- c. What did they have to say?
 - i. Transportation infrastructure has played a large, negative role in the development of the area, specifically South Park area where the Delta Marine worksite is located. The low-lying parts of the Duwamish Valley were home to a diverse agricultural community through out the early 1900's, until local industry boomed along the river. The history and list of contaminants released by those industries led to deeply polluted water through the area. As the city grew the neighborhood was redlined by banks and a portion of the neighborhood was razed to build Hwy-99, mostly to serve port traffic. On top of the indignity of having their neighborhood ripped apart they were left with a legacy of polluted water and air, followed by the inevitable medical conditions that accompany them like asthma.
- d. How did what they said influence the plan?
 - i. The goals of CTR to reduce SOV trips only helps to meet goals these organizations hope for which is the removal of the highway through there neighborhood. WSDOT is in the midst of completing State Route 509 which will provide a new way for Port traffic to reach the Port, which will also help to reduce traffic in this area.

30. List employers' suggestions to make CTR more effective.

- a. Resources to explain and conduct surveys more easily.
- b. Incentives to encourage changes in commute and support commute programs.
- c. Tools to help employees find carpools and vanpools.
- d. Resources aimed at company executives (especially for those out of State) to explain the program, why it helps the company, and encourage commute programs.

31. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

- a. Much of the ways we could help vulnerable communities are already embedded in the King County Comprehensive plan. In addition, Reconnect South Park has funding to look into the feasibility of removing a portion of 99 through their community. While the worksite is not too close to a bus, the neighborhood, overall, is somewhat well served by transit and has received more frequent service in the last few service changes though more work needs to be done.

Regional transportation planning organization CTR plan review

RTPO comments

- **Type**