

Commute Trip Reduction Implementation Plan Update: 2015–2019

Jurisdiction: City of SeaTac

Goals, targets and other performance measures

See Goal and Target Worksheet (attached).

Strategies

What specific steps and strategies will you implement to meet your goal? Please include (a) policies and regulations, (b) services and facilities, and (c) marketing and incentives.

The City of SeaTac will contract with King County Metro to

- 1) train all new Employee Trip Coordinators (ETC's) and new sites to ensure that they have an understanding of the requirements of the law, implementation strategies and their site's performance to date;
- 2) track and notify employers of legally required activities and provide technical assistance for legal compliance;
- 3) provide survey analysis for all sites, and assist sites not making progress toward goal;
- 4) assist ETCs with marketing of their commute programs and ensure they meet their information distribution requirements. Also help ETCs become a major resource to their employees by providing them with up-to-date commute information, tools for communicating with employees, turn-key commuter promotions, and opportunities to attend employer network group meetings;
- 5) actively promote alternatives to drive-alone commuting (ex: transportation fairs) at worksites selected by location, corridor, industry or lack of progress toward goal.

In addition, the City of SeaTac will focus effort during the 2015 and 2017 CTR survey cycles to capture all compressed work week activities by using a tip sheet for each employer customized to their specific employee alternative work schedules, and assist paper survey sites to distribute and collect surveys to assure at least 50% survey response rate. We believe survey results will improve based on these efforts.

Comprehensive planning & community goals

Governor's Executive Order 14-04 Washington Carbon Reduction and Clean Energy Action directs state agencies to assist local governments to update their comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce greenhouse gas emissions.

How does trip reduction support the goals of your community and comprehensive plan, and vice versa? How will you further integrate trip reduction through the updating of your comprehensive plan (e.g., parking, land use)?

Increasing NDAT supports SeaTac community goals of healthy living and reducing traffic from new and existing development; encouraging transit use; and managing/monitoring parking supply to strike a balance between supporting neighborhood livability, economic development, and support of alternative modes of traveling.

The Comprehensive Plan Update is set for approval in June, 2015. We will attach this to our CTR Plan Update at that time.

Land use and transportation conditions

How do existing and future anticipated land-use and transportation conditions affect CTR worksites?

The City will continue to support the extension of Link Light Rail south to Des Moines and Federal Way. Since the majority of CTR affected worksites are located along the International Boulevard corridor, this has excellent potential to increase NDAT to each worksite. Additionally, Puget Sound Regional Council's Vision 2040 specifies the development of a Regional Growth Center along International Boulevard, wherein mixed use developments near our three light rail station areas will allow for more people to live and work in SeaTac, meaning more use of walking, biking and local transit to commute to work.

Financial plan

What are the anticipated funding sources and amounts for local trip reduction, including grants and local funding?

<u>Source of Funding</u>	<u>Estimated Amount</u>
WSDOT CTR Implementation Grant	\$50,000
Regional Growth Centers TDM CMAQ grant partner	TBD
Local match of staff time, media outreach	\$6,000

GTEC report (if your jurisdiction has a designated GTEC)

Are you continuing to implement?

Optional: Describe the (a) strategies, (b) land use and transportation conditions, (c) population and employment demographics, and (d) financial plan, and how they differ from those in the CTR plan.

What specific policy, service changes and land-use steps will be accomplished during this period for the GTEC area?

n/a

Regional transportation planning organization CTR plan review

- Recommended
- Not recommended

RTPO comments:

Commute Trip Reduction Goals and Targets Worksheet: 2015-2019

Jurisdiction: CITY OF SEATAC

Goals, targets and other performance measures

State goals for the 2019/2020 survey period include an increase of non drive-alone travel (NDAT), and reductions of VMT and GHG. What are your percent targets for the 2019/2020 survey period?

<u>2007-2008 Baseline</u>		<u>Percent Change</u>	<u>2019-2020</u>
NDAT	29.7%	17.6% ↑	34.9%
VMT	14.5	18% ↓	11.89
GHG	14.5	18% ↓	11.89

Targets: Describe how targets were set for the goals?

The cities of SeaTac, Federal Way, Tukwila, Kent and Renton have decided to work as a south end coalition for implementation of CTR goals using the model of adopting state goals, while setting local targets.

The state established a 2019 target of a 6% point increase for jurisdiction's Non-Drive Alone Travel (NDAT) over the 2007 baseline. Analysis of the impact of that target concluded that these jurisdictions would need to experience a 20-30% increase over the baseline NDAT to achieve a 6 percentage point increase. When compared to the 17.6% increase in NDAT needed at the state level to achieve the same 6 percentage point increase, this seemed to be a far too aggressive target for suburban jurisdictions to achieve. However, we feel that by leveraging CTR funds from the 2015 CMAQ grant, we can reach the **same rate of increase** as the proposed state target.

As a result, we have set our NDAT targets to reflect a 17.6% increase from the 2007 baseline. This target is consistent with the rate of increase set forth by WSDOT for the state as a whole. Please see the chart on the following page for specific jurisdictional NDAT targets. As the state's Vehicle Miles Traveled (VMT) & Greenhouse Gas (GHG) targets already reflect a percent change, we have accepted those targets as is.

Jurisdiction	Baseline NDAT	Target NDAT
City of Federal Way	20.8%	24.4%
City of SeaTac	29.7%	34.9%
City of Tukwila	23.0%	27.1%
City of Kent	20.5%	24.1%
City of Renton	25.4%	29.9%

Measurement: How will you measure progress toward your targets?

The City will use CTR survey results from affected worksites as a measurement tool to determine progress in meeting the identified goals.

Other performance measures: What other types of TDM performance goals and targets has your jurisdiction established? What are you trying to accomplish? How will you measure progress toward those goals?

The number of miles of sidewalks has more than tripled since incorporation in 1990, from 10.7 miles to 44.8 miles. Our transportation plan includes installing new sidewalks and bike lanes on all arterial upgrade projects.

The City’s Neighborhood Sidewalk Program has completed six neighborhood sidewalk projects since 2009, with the goal of adding approximately 1.5 centerline miles of sidewalk per year, for an additional fourteen years. The focus is on connecting neighborhoods to schools, transit, businesses and other amenities.

The City of SeaTac currently has a WalkScore.com score of 36; our goal is a score of 40 by 2017. Mixed use development envisioned for our light rail station areas should increase this score.

Planned incentives for SeaTac worksites for the 2015 CTR survey cycle will help sites reach and exceed the 70% targeted survey response rate, increasing valuable “no-fill” survey results.