

WAC 468-63-030 Program goals and measurement. (1) **Program purpose and process.** The purposes of the CTR program, as defined in RCW 70.94.521, are to decrease automobile-related air pollution, consumption of gasoline, and traffic congestion.

(2) **Statewide program performance goals and targets.** The CTR board shall establish the performance goals and targets of the statewide program every four years in its state CTR plan, per RCW 70.94.537(3).

(3) **Local program performance goals and targets.** Local jurisdictions shall establish goals and targets for their CTR plan that contribute to goals established in the state plan and the purposes of the CTR program. The goals and targets shall be set for the affected urban growth area in the city or county's official jurisdiction, and shall be targets for the four-year period under the state CTR plan based on the base year measurement for the urban growth area.

(a) Local and regional goals and measurement methodologies shall be consistent with the measurement policies established by WSDOT and posted on the agency's web site. Progress will be determined every two years based on the jurisdiction's performance in meeting its established goals and targets. Local jurisdictions shall establish base year values and targets for each major employer worksite (including major employment installations) in the jurisdiction. However, the targets may vary from major employer worksite to major employer worksite, based on the goals and measurement system implemented by the jurisdiction. Variability may be based on the following considerations:

(i) Previous engagement in trip reduction programs by the employer;

(ii) Current conditions, policies and services in the vicinity of the major employer worksite;

(iii) Planned investments, services, policy changes and other strategies in the vicinity of the major employer worksite;

(iv) Transit access to the employer worksite and frequency of transit service during peak periods in the vicinity of the major employer worksite;

(v) Potential for ride matching internally and with other employers in the area;

(vi) Bicycle and pedestrian access to the major employer worksite; and

(vii) Ability to implement compressed work week schedules and/or teleworking.

(b) Jurisdictions will use base year values in determining their base year measurement.

(c) In their local CTR plans, local jurisdictions shall communicate what local, regional and state benefits would be gained if the established targets were achieved. Benefits may include but are not limited to projected changes in transportation system performance, projected reductions in emissions of pollutants, projected reductions in energy consumption, and projected benefits for economic development. Regional transportation planning organizations (RTPOs) and WSDOT shall provide applicable data, if available, to assist this analysis.

(4) **Goals for employers.** Regardless of the variations in major employer worksite targets that a jurisdiction implements, each major employer worksite shall be accountable for attaining the targets established by the jurisdiction. However, if major employer worksites are meeting the state requirements and giving a good faith effort as defined in RCW 70.94.531, local jurisdictions may not penalize the major employer for not meeting established targets.

(5) **Voluntary employer worksites.** In the local CTR plan, local jurisdictions shall indicate whether voluntary employer worksites that agree to measure will be counted in the calculation of the jurisdiction's progress toward its established targets. Regardless of whether the local jurisdiction chooses to count voluntary employer worksite measurements toward the area goal, jurisdictions shall continue to track results for those employer worksites that agree to measure.

(6) **Other local strategies for achieving the goals.** Jurisdictions may choose to institute trip reduction strategies for residents and employees in the urban growth area who are not affected by the local CTR ordinance. The progress of these efforts may be used in the jurisdiction's calculation of its progress toward its established urban growth area targets, if it is measured in a manner that is consistent with the measurement guidelines established by WSDOT and posted on the agency's web site.

(7) **Regional goal-setting.** The RTPPO in its regional CTR plan shall establish regional CTR program goals and targets. The regional program goals and targets shall be developed with consideration and inclusion of the contribution of local jurisdiction goals and targets in the region.

(8) Local jurisdictions shall not be penalized for not meeting their established four-year targets if they are implementing a plan that meets state requirements and if WSDOT determines that there are circumstances beyond the jurisdiction's control that prevented attainment of the targets.

[Statutory Authority: RCW 70.94.537. WSR 15-13-038, § 468-63-030, filed 6/9/15, effective 7/10/15; WSR 07-05-065, § 468-63-030, filed 2/20/07, effective 3/23/07.]