

The goal of the South Hill GTEC program is to reduce drive alone trips by 10% and vehicle miles traveled by 13% among employees and residents. Currently, there are no CTR-affected employers in South Hill. The City has opted to expand the CTR program to unaffected employers and residential groups in order to meet the GTEC goal requirements. Described below are the proposed goals and projected absolute number of trips that the City plans to reduce under the GTEC program.

A. Proposed Goals and Targets for GTEC

The CTR Efficiency Act requires that all CTR affected jurisdictions reduce their drive alone trips by 10 percent and their vehicle miles traveled by 13 percent by 2011. However, local jurisdictions can impose more strict requirements on GTECs such as requiring a greater reduction in the drive alone rate or vehicle miles traveled or broadening the CTR requirements to employers unaffected by the law and residents of the area. The City of Puyallup has decided to expand the state CTR program goals to all employees and residents of the South Hill neighborhood. The City of Puyallup will monitor the progress of the GTEC through surveys conducted every two years. The CTR law requires that those affected by the law provide a good faith effort in achieving the goals set forth in the CTR Plan and the GTEC Plan.

The GTEC program targets for reducing drive alone trips and vehicles miles traveled are shown in the following table.

Goals for GTEC

	Current Data for GTEC	Goal for GTEC
Base Drive Alone Rate	87.7%	78.9%
Vehicle Miles Traveled	10.5	9.1

** The GTEC and city-wide data are currently estimated to be the same, as there is no survey data specifically from the South Hill area.*

The target population within the GTEC is CTR-affected and unaffected employees of the South Hill neighborhood, which is a combined residential and commercial area. The target population within the GTEC is all employees and residents of the South Hill neighborhood. As of 2000, this target population consisted of 5,000 employees and 3,000 residents. In 2000, the city-wide drive alone rate was 87.7 percent, which means that approximately 7,000 people within the GTEC drove alone to work. However, after implementing the GTEC, the City expects that the drive alone rate will drop to 78.9 percent, which would bring the drive alone population down to 6,300 and save approximately 700 commute trips a day.

B. Proposed Performance Measures

Target Population	Proposed Performance Measure	Proposed Schedule for Reporting Progress
Commuters	SOV 10%, VMT 13%	Annually
Residents	SOV 10%, VMT 13%	Annually