

III. GOAL SETTING AND PERFORMANCE MEASURES

A. Proposed Goals and Targets for GTEC

The Tukwila Urban Center GTEC program builds upon the City's successful CTR program by expanding the program to unaffected work sites and residential groups. The goal of the GTEC program is to reduce drive alone trips by 10% and vehicle miles traveled by 13%.

Tukwila Urban Center's employment population is a mix of manufacturing, office, service sector and retail. Although there is a large base of employment in the Tukwila Urban Center, most of the employers are small and are not affected by the CTR law. There are three CTR-affected employers in or near the TUC which include Red Dot, Fatigue and Carlyle (see Appendix A for a map of the TUC and the CTR work sites).

Because the majority of TUC employment sites are unaffected, the City proposes to meet its GTEC goals by decreasing the number of absolute trips and VMT in the Tukwila Urban Center. The overall goal of the Tukwila Urban Center GTEC is to reduce drive alone trips by 10% and VMT by 13%. It will target unaffected employers to reduce additional trips.

Target Population	Base Drive Alone Rate	Goal	Target Drive Alone Rate	Base VMT	Goal	Target VMT Rate
Employees at CTR-affected work sites	73%	Reduce by 10%	65.7%	15.0 ⁴	Reduce by 13%	13.05
	There are currently around 1000 employees in Tukwila Urban Center who work at CTR-affected work sites. Based on the average drive alone of 73%, 246 commuters currently use non-drive alone modes. Based on a six-year target of 65.7% for non-drive alone modes, the City plans to increase the number of commuters using non-drive alone modes at CTR-affected sites by 67 (for a total of 313 commuters).					
Un-affected work sites	According to the Draft TUC EIS, there are approximately 21,650 employees who work in Tukwila Urban Center. For the year 2013, the City has set a target for increasing the number of commuters using non-drive alone modes by 2,165 (approximately 10% of current employment population).					
Residential developments	According to the 2000 Census, there were fewer than 100 people living in the Tukwila Urban Center. As the residential population in the TUC grows, the City plans to work with residential groups to increase use of non-drive alone alternatives, including LINK Light Rail, Commuter Rail and bus.					
Entire GTEC area	For the entire GTEC area, the City has set a target of converting 2,165 commuters to non-drive alone trips (10% of the employment population). This figure includes both CTR-affected and unaffected work sites.					
Entire City	78.0%	Reduce by 10%	70%	15.4	Reduce by 13%	13.4

⁴ Puget Sound Regional Council calculated base VMT rate.

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B. Proposed Performance Measures

The City is required to measure the progress towards achieving the goals. Every year, the City will prepare an annual report and every two years, the City will conduct surveys of employees and residents to determine their travel behavior. The City plans to use the WSDOT CTR survey as the survey instrument. Listed below are the proposed measures and the scheduled dates for measuring progress.

Performance Measure	Agency Responsible	Scheduled Date
Percentage of commuters using non-drive alone modes	City of Tukwila	Every two years beginning fall 2008
Number of un-affected employers participating in transit and ridesharing programs	City of Tukwila	Every two years beginning fall 2008
Number of residential buildings participating in transit and ridesharing programs.	City of Tukwila	Every two years after the first residential building is built in Tukwila Urban Center.
Transit ridership on Tukwila Urban Center transit routes	King County Metro Transit, Sound Transit	Every two years beginning fall 2008
Vanpool ridership for vans traveling to Tukwila Urban Center	King County Metro Transit	Every two years beginning fall 2008