

From: [Debbie Tarry](#)
To: [Jesse Salomon](#)
Cc: [Rep. Cindy Ryu](#); [Carolyn Wurdeman](#)
Subject: RE: Commute Trip Reduction Plan
Date: Monday, October 28, 2013 10:05:58 AM

Jesse –

Your questions may have been somewhat rhetorical, but here is a little more information regarding outcomes in Shoreline:

Employers have opportunities to update/modify their plans when they are not meeting their goals and our representative at King County assists them with this process. King County has explained that because our (Shoreline) transit service is limited (difficulties utilizing Community Transit service), Shoreline employers must rely on carpooling, vanpool, compressed work week, etc. This is similar to Federal Way. My understanding is that, while the program is having difficulty in Shoreline, it is not the case statewide. Some statistics and the 2011 report about the program can be found at: <http://www.wsdot.wa.gov/Transit/CTR/overview.htm>.

In the end, this is still state law and we must comply with the requirements.

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From: Jesse Salomon
Sent: Sunday, October 27, 2013 7:07 PM
To: Debbie Tarry
Cc: Rep. Cindy Ryu
Subject: Commute Trip Reduction Plan

It seems to me that if none of the benchmarks have been met this program is a failure and should be discontinued. Why should public money continue to be spent on this project? What are prospects for reaching benchmarks in a reasonable amount of time?

Do failed programs ever die or do they bury themselves like boring wood worms deep inside departmental budgets never to be ejected?

The City is required by state law to ensure that CTR programs are maintained year round.

The State of Washington funds the CTR program for all affected

jurisdictions. No employers are meeting their established goals for drive along rates (DARs) or vehicle miles traveled (VMT). Only the Washington Public Health Lab and the Washington State Department of Transportation have made progress toward meeting their established VMT goals over the past few years, however, they are not making progress toward meeting their established DAR goals. The remaining employers have not made progress toward meeting either of their established goals. The City is not meeting its cumulative goals for all employers in Shoreline. Through King County Metro CTR services, Employee Transportation Coordinators for each site are sent to training classes to keep them up to date with CTR law and with incentives and programs aimed at reducing single occupancy vehicle use and vehicle miles traveled.

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CC: Rep. Ryu

Sent from my iPad