

# ORIGINAL

## ORDINANCE NO. 526

### AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING THE CITY'S ADOPTED COMMUTE TRIP REDUCTION ("CTR") PLAN TO CORRECT THE BASELINE FIGURES USED TO DETERMINE THE GOALS FOR REDUCING DRIVE ALONE TRIPS AND VEHICLE MILES TRAVELED

WHEREAS, motor vehicle traffic is a major source of emissions that pollute the air, and air pollution causes significant harm to public health and degrades the quality of the environment; and

WHEREAS, State policy, as set forth in RCW 70.94.521-.555, requires the City of Shoreline to develop and implement a plan to reduce single occupant vehicle commute trips; and

WHEREAS, the Washington State Commute Trip Reduction Board approved the City of Shoreline Draft Commute Trip Reduction Plan on January 25, 2008; and

WHEREAS, the City Council adopted the City of Shoreline Commute Trip Reduction Plan on August 25; and

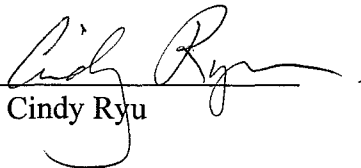
WHEREAS, the City was notified by King County on September 8, 2008 that an amendment to the plan was required to correct the baseline figures used to determine the goals for reducing drive alone trips and vehicle miles traveled.

### NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

**Section 1. Amendment.** The City of Shoreline Commute Trip Reduction Plan is hereby amended as set forth in Exhibit A.

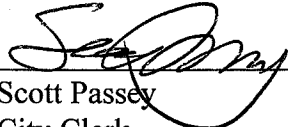
**Section 2. Effective Date.** This Ordinance shall take effect and be in full force five days after publication of a summary consisting of its title in the official newspaper of the City.

**PASSED BY THE CITY COUNCIL ON NOVEMBER 3, 2008.**

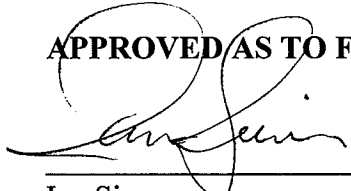
  
\_\_\_\_\_  
Mayor Cindy Ryu

# ORIGINAL

**ATTEST:**

  
\_\_\_\_\_  
Scott Passey  
City Clerk

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Ian Sievers  
City Attorney

Date of Publication: November 6, 2008  
Effective Date: November 11, 2008

## II & III. BASELINE, GOALS AND TARGETS

According to the CTR Efficiency Act, local jurisdictions are required to set goals and targets for their entire jurisdiction and for their CTR work sites, or work site cluster. The minimum target that each jurisdiction is required to establish for its urban growth area is a 10 percent reduction in drive-alone commute trips by CTR commuters and a 13 percent reduction in vehicle miles traveled (VMT) per CTR commuter. Table 1 identifies the current and target rates for single-occupant vehicles (SOV) use and vehicle miles traveled (VMT) for all of the City of Shoreline CTR employers combined. Table 2 identifies the current and target rates for the individual six CTR affected worksites. The 2011 target rates for SOV use represent a reduction of ten percent from 2005 2007, and the 2011 target rates for VMTs represent a reduction of thirteen percent from 2005 2007.

**Table 1**  
Current and Target Rates for SOV Use and VMT for all City of Shoreline CTR Employers

Area of Jurisdiction	2005 2007 SOV Rate	2011 SOV Target Rate	2005 2007 VMT	2011 Target VMT
Overall jurisdiction	75% 69.2%	67.5% 62.3%	8.57 8.3	7.46 7.2

**Table 2**  
Current and Target Rates for SOV Use and VMT for individual  
City of Shoreline CTR Employers

Employer	2005 2007 SOV Rate	2011 SOV Target Rate	2005 2007 VMT	2011 Target VMT
City of Shoreline	79.5% 69.0%	71.6% 62.1%	9.1 9.6	7.9 8.3
CRISTA Ministries	78.2% 73.7%	70.4% 66.3%	8.5 7.3	7.4 6.4
Washington State Department of Transportation	60.3% 57.7%	54.3% 51.9%	9.3 8.7	8.4 7.5
Washington State DSHS Fircrest School	80.5% 76.6%	72.4% 69.0%	10.6 11.2	9.2 9.8
Washington State Public Health Lab	63.2% 68.4%	56.9% 61.6%	9.6 11.1	8.3 9.7
Shoreline Community College	80.0% 62.7%	72.0% 56.4%	6.3 6.2	5.5 5.4