

Recommendations for Transportation Management Program Requirements

Bellevue City Council
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Tonight's Presentation

1. What is a Transportation Management Program (TMP)?
2. Why review City code requirements for TMPs?
3. Background: TMPs vs Commute Trip Reduction
4. What we looked at
5. What we found
6. Public input to date
7. *Council direction needed: Six areas of recommended revision to current requirements*
8. Next steps

What is a TMP?

An agreement established at time of real estate development project permitting that obligates the project owner/manager to undertake activities to limit or reduce project impacts to transportation.

- TMP obligations typically extend for the life of the building.



Bellevue Transportation Management Programs

Current TMP requirements—Citywide

May include some or all of the following:

- Post information, distribute information
- Designate a Transportation Coordinator,
- Designate preferred parking for car/vanpools,
- Provide \$15/month subsidy for car/vanpool & transit riders,
- Provide emergency ride home

Specific Programmatic requirements vary by building size and type of land use (residential, office, manufacturing, medical clinic, hospital, retail, mixed use).

Current TMP requirements— Additional for Downtown Office use

1. Additional Programmatic requirements:
 - Commute information board at each tenant with 50 or more employees;
 - Lease language requiring tenant participation in employee commute surveys
 - Identify parking as a separate line item in leases, with a monthly cost not less than a 2-zone Metro pass
 - Personalized ridematching to encourage car/vanpools
2. Performance requirement: Reduce rate of drive-alone commuting by tenant employees by 35% over 10 years from baseline.

Why review TMP requirements?

1. Code adopted in 1995, some language does not fit well with current conditions or practices.
2. Performance target for Downtown office use—35% reduction from baseline measurement in drive-alone—is difficult to achieve in 10-year timeframe specified.
3. Other elements of the Transportation Development Code updated in 2014; TMP element deferred for separate consideration.

Background: TMP vs CTR

Both requirements focus on reducing commute trips to workplaces.

Program similarities

- TMP and CTR both require designation of a Transportation Coordinator
- TMP and CTR both require regular, periodic reporting to the City

Key differences:

- *Some* TMP sites have a performance target; *all* CTR sites have a target.
 - TMP has specific Programmatic requirements, whereas CTR provides flexibility—affected employers able to choose implementation measures from a (long) list.
- *Overall takeaway: CTR program framework offers a relevant model for revised TMP requirements.*
- City code requirements for CTR were updated in 2008.

TMP and CTR—Relationship

Site overview

37 TMP buildings have employment (i.e., non-residential)

- 8 TMP buildings are wholly occupied by a single CTR tenant
- 13 TMP buildings have no CTR tenant
- 16 TMP buildings have mix of CTR, non-CTR tenants

Employees impacted

Citywide, 38,000 employees at TMP buildings

➤ *11,000 of these employees are **not** at a CTR worksite.*

What we looked at—Overview

1. Building compliance with required Programmatic requirements
2. Trip reduction Performance requirements at Downtown office buildings
3. Comparison of TMP requirements in Bellevue and in neighboring cities
4. Stakeholder input

What we looked at—Results

- City-wide Building compliance with Programmatic requirements
 - *Overall compliance is improving, currently at 80%.*
- Trip reduction Performance requirements at Downtown TMP office buildings only
 - *0.9 average percentage point reduction in rate of drive-alone commuting per year, or 18 percentage point reduction over the past 20 years.*
 - This level of reduction is ***about the same as*** at CTR sites in Downtown and ***better*** than the overall reduction in driving alone to downtown (11 percentage points, per US Census).

What we looked at—Results

Comparison of TMP requirements in Bellevue and in neighboring cities.

- *TMP Programmatic requirements in adjacent jurisdictions are generally similar to Bellevue's requirements*
- *A key area of difference is that other cities have performance targets (for drive-alone rate) for virtually all TMP sites, whereas Bellevue has performance targets only for Office buildings in Downtown (set at 35% reduction within ten years).*

What we looked at—Results

Stakeholder input

- Survey of TMP Implementers (late April/early May)
- Online open house (5 weeks in July/August)

Key feedback:

- Prefer increased flexibility in TMP Programmatic requirements
- Opinions differed on expanding use of Performance requirements
- Supports some form of TMP requirements
- Strong support for continuing to require residential buildings to post information
- Regulations should be adaptable to technology improvements

Recommended revisions 1-3

1. Address several outdated/inadequate elements of current code
Items identified include details of posting information and enforcement provisions.
 2. Revise performance target
Current requirement (35% reduction in 10 years) is unrealistic, sets very high bar for buildings that start with good performance.
 3. Include Performance requirements for Office buildings citywide
Sets a common base of requirements, regardless of location. Most Bellevue employment is in office settings.
- *Staff and the Commission are seeking direction from the Council to bring back specific code language based on these six recommended revisions.*
- Revisions 4-6 on next slide

Recommended revisions 4-6

4. Introduce more flexibility for building managers to choose trip reduction measures

Identify options for how buildings may comply with City requirements.

5. Develop and maintain a *TMP Implementation Guidelines* document

Implementation Guidelines would augment City Code, provide detail and support for TMP development, implementation, monitoring.

6. Increase building size thresholds for minimum TMP requirements

The only requirement at the smaller buildings is posting information regarding transit and ridesharing options.

- *Staff and the Commission are seeking direction from the Council to bring back specific code language based on these six recommended revisions.*

Proposed next steps

- Commission and staff identity revisions to code language
- Commission conduct a public hearing
- Return to Council with proposed revisions to code

Questions?

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