TMP Menu of Options Review

Bellevue Transportation Commission
November 5, 2009

Presented by Drew Redman
Associate Planner
City of Bellevue
Purpose: Reaffirm or modify Commission’s recommendation to Council, regarding the TDC and TMP Menu of Options.

Agenda

• Review TMP Code Update Background
• Council Direction from Oct. 5 Study Session
  • Review Menu of Options Application
  • Review TMP Menu of Options Point Value Criteria
  • Review point value for existing and new TMAs
• Review stakeholder comments
• Summary of Key Issues & Recommendations
• Next Steps
Using the Menu of Options

Example #1: Professional Services/Medical Clinic

Total Points Required: 45 pts

50,000 sf and over: Choose Optional TMP Measures (+25 pts)
  -See Menu Pages 3 - 5

30,000 sf and over:
  Base TMP Requirements (20 pts)
  -See Menu Page 1

Less than 30,000 sf:
  No Requirements (0 pts)
Using the Menu of Options

Example #2: General Office Development

Total Points Required: 69 pts

50,000 sf and Over: Choose Optional TMP Measures (+25 pts)
  -See Menu Pages 3 - 5

30,000 sf and Over: All Base TMP Requirements (44 pts)
  -See Menu Pages 1 & 2

Less than 30,000 sf:
  No Requirements (0 pts)
Menu of Options Point Value Criteria

- Start-Up burden of property owners (i.e. upfront capital costs)
- Ongoing burden of property owners (i.e. ongoing operational and maintenance costs)
- Transportation choices (i.e. to what extent the option supports or provides a non-drive alone mode)
- Mode shift impacts (i.e. the expected level of change in drive alone behavior at the building).
Weighting of Point Value Criteria

- No Cost or Impact .................. 0 points
- Low Cost or Impact ............... 1 point
- Medium Cost or Impact .......... 2 points
- High Cost or Impact ............. 3 points
### Example of Criteria Weighting Applied

<table>
<thead>
<tr>
<th>Menu Item</th>
<th>Start-Up Burden</th>
<th>Ongoing Burden</th>
<th>Transportation Choices</th>
<th>Mode Shift Impacts</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Designate preferential carpool/vanpool parking for at least 1 space or 5% of spaces, whichever is greater</td>
<td>Low (1 pt)</td>
<td>Med (2 pts)</td>
<td>Med (2 pts)</td>
<td>Med (2 pts)</td>
<td>7</td>
</tr>
<tr>
<td>Provide one or more carshare membership(s)</td>
<td>Med</td>
<td>Low</td>
<td>High (3 pts)</td>
<td>Low (1 pt)</td>
<td>7</td>
</tr>
<tr>
<td>Provide shuttle service to/from transit center or designated public park and ride facility</td>
<td>High (3 pts)</td>
<td>High (3 pts)</td>
<td>High (3 pts)</td>
<td>High (3 pts)</td>
<td>12</td>
</tr>
</tbody>
</table>

**Point Options**
- Designate preferential carpool/vanpool parking for at least 1 space or 5% of spaces, whichever is greater:
  - Low (1 pt)
  - Medium (2 pts)
  - Medium (2 pts)
  - Medium (2 pts)

- Provide one or more carshare membership(s):
  - Medium (2 pts)
  - Low (1 pt)
  - High (3 pts)
  - Low (1 pt)

- Provide shuttle service to/from transit center or designated public park and ride facility:
  - High (3 pts)
  - High (3 pts)
  - High (3 pts)
  - High (3 pts)
## Review point value for existing TMA

<table>
<thead>
<tr>
<th>Menu Item</th>
<th>Start-Up Burden</th>
<th>Ongoing Burden</th>
<th>Transportation Choices</th>
<th>Mode Shift Impacts</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Membership in a TMA maintaining an average client 12 drive-alone rate equal to or less than the current area-wide average</td>
<td>n/a (0 pts)</td>
<td>High (3 pts)</td>
<td>High (3 pts)</td>
<td>High (3 pts)</td>
<td>18</td>
</tr>
</tbody>
</table>
Review point value for existing TMA

<table>
<thead>
<tr>
<th>Menu Item</th>
<th>Start-Up Burden</th>
<th>Ongoing Burden</th>
<th>Transportation Choices</th>
<th>Mode Shift Impacts</th>
<th>Credits due to TMA Administrative Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Post Information w/TMA admin. support</td>
<td>Low</td>
<td>Low (1 pt.)</td>
<td>Med</td>
<td>Low</td>
<td>0</td>
</tr>
<tr>
<td>2 Distribute Information w/TMA admin. support</td>
<td>n/a</td>
<td>Low (1 pt.)</td>
<td>Med</td>
<td>Low</td>
<td>0</td>
</tr>
<tr>
<td>3 Designate Transportation Coordinator w/TMA admin. support</td>
<td>n/a</td>
<td>Low (1 pt.)</td>
<td>High</td>
<td>High</td>
<td>2</td>
</tr>
</tbody>
</table>

Designate Transportation Coordinator

<table>
<thead>
<tr>
<th>Menu Item</th>
<th>Ongoing Burden</th>
<th>Credits due to TMA Administrative Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Designate Transportation Coordinator w/TMA admin. support</td>
<td>High (3 pts.)</td>
<td>2</td>
</tr>
</tbody>
</table>
Review point value for existing TMA

<table>
<thead>
<tr>
<th>Menu Item</th>
<th>Start-Up Burden</th>
<th>Ongoing Burden</th>
<th>Transportation Choices</th>
<th>Mode Shift Impacts</th>
<th>Credits due to TMA Administrative Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Membership in a TMA, maintaining an average client drive-alone rate equal</td>
<td>n/a (0 pts.)</td>
<td>High (3 pts.)</td>
<td>High (3 pts.)</td>
<td>High (3 pts.)</td>
<td>9 standalone points + 9 credits = 18 total points</td>
</tr>
<tr>
<td>than the current area-wide average</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Scoring Criteria: Low=1 point, Med=2 points, High=3 points
**Recommended Partial Credit and add’l Criteria for contracting with a New TMA**

New TMAs to submit the following documentation to demonstrate potential during a 2-year trial period:

- Experience of all TMA Staff
- TMA affiliation with other organizations
- TMA mission statement, goals, and objectives
- TMA Strategic Plan (include proposed service area and services offered)
- TMA Financial Plan

<table>
<thead>
<tr>
<th>Menu Item</th>
<th>Start-Up Burden</th>
<th>Ongoing Burden</th>
<th>Transportation Choices</th>
<th>Mode Shift Impacts</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Membership in a new TMA</td>
<td>n/a (0 pts)</td>
<td>n/a-High (0 to 3 pts)</td>
<td>n/a-High (0 to 3 pts)</td>
<td>n/a-High (0 to 3 pts)</td>
<td>0 to 9</td>
</tr>
</tbody>
</table>
Bellevue Downtown Assoc. Comments

1. Increase the value of points assigned to TransManage services to 25 points
   Staff Recommendation: No increase

2. Add a menu item that awards points for providing a tenant roster with contact information, for transportation-related communication
   Staff Recommendation: Add menu item as follows

<table>
<thead>
<tr>
<th>Menu Item</th>
<th>Start-Up Burden</th>
<th>Ongoing Burden</th>
<th>Transportation Choices</th>
<th>Mode Shift Impacts</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>23 Tenant Roster</td>
<td>n/a (0 pts)</td>
<td>Low (1 pt)</td>
<td>n/a (0 pts)</td>
<td>Low (1 pt)</td>
<td>2</td>
</tr>
</tbody>
</table>
Kemper Development Co. Comments

3. A 20% drive-alone reduction goal is not achievable
   **Staff Recommendation:** No Change

4. Changing the financial incentive from $15 to 20% of the monthly parking rate is a large increase for buildings with expensive parking
   **Staff Recommendation:** No Change

5. There should be a ‘sunset’ provision for implementing the TMP
   **Staff Recommendation:** No Change
Kemper Development Co. Comments

6. Achieving a 70% response rate for the employee survey is difficult and unnecessary
Staff Recommendation: No Change

7. Setting aside 5% of parking spaces for carpools may be wasteful
Staff Recommendation: No Change

8. Why isn’t a guaranteed ride home program subject to the availability of a City-sponsored program?
Staff Recommendation: No Change
Wright Runstad & Co. Comments

1. Consider modifications to create financial incentives for developers to implement truly effective TMPs

Staff Recommendation: Consistent with staff and Commission conclusion, this issue can and should be addressed through the Impact Fee Code
Key Issues and Recommendations

**Issue**: Menu of Options structure
*Recommendation*: No change to point value criteria

**Issue**: Value of Existing and New TMAs
*Recommendation*: No change to value of existing TMAs; partial points and add’l criteria for new TMAs

**Issue**: Add Tenant Roster to Menu
*Recommendation*: Add Tenant Roster

**Issue**: 20% performance goal unachievable
*Recommendation*: No change to proposed performance goal

**Issue**: Sunset provision for implementing a TMP
*Recommendation*: No change to implementation requirements
Next Steps

Transportation Commission representation at a future Council Study Session

Subject to Council direction, return with legislation to adopt revised Transportation Development Code