Transportation Management Program (TMP) Update Alternatives

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Purpose: Recommend a TMP code update alternative for Council consideration

Agenda
- Review Staff analysis
- Review Commission’s Nov. 13th request
- Review TMP update Alternatives
Staff Analysis

- Insufficient data to quantify PM peak hour trip reductions owing to a TMP

- Staff nevertheless, considered:
  - Including a code provision allowing an Impact Fee credit for TMP-conditioned developments, subject to a TMP performance assurance device
  - Applying a trip reduction factor for all TMP developments through the Impact Fee Code
A TMP performance assurance device would require substantial new staff resources for administration and oversight.

Applying a trip reduction factor for all TMP developments would require assuming a PM peak hour trip reduction.

Both adversely impact transportation improvement funding.

Current code allows developers to propose alternate trip reduction factors, including analysis of TMP benefits.

Developers may appeal staff determinations to Hearings Examiner.
Nov. 13th Commission Feedback

- Investigate an incentive-based approach, connecting TMP trip reductions and transportation impact fees
- Don’t constrain ideas in Alt. 4 menu of options
- Clarify criteria in menu of options
- Identify mechanisms for ongoing monitoring and enforcement
Alternatives

Alternative 1: No Action

Alternative 2: Code Update

Alternative 3: Code Update + Best Practices

Alternative 4 (Preferred): Code Update + Menu of Options
TMP Alternative 4 Clarifications

- Director may approve modifications to menu of options

- Point Criteria in the Menu of Options are:
  - Financial Burden
  - Administrative Burden
  - Transportation Choices
  - Mode Shift Impacts

Criteria account for variables that determine the success of a TMP, and recognize the associated burdens placed on property owners.

- Currently developing streamlined reporting process

- Potential to contract Metro CTR Services to do building surveys and reports
Staff Conclusion

Compared to other options, Alternative 4 provides an incentive-based approach

- Flexibility for property owners/developers to tailor their programs to the site and development conditions
- Flexibility for the City to adjust point requirements based on success of building program
- Clear means for property owners to demonstrate good-faith effort towards performance goal
- Flexibility to update a menu of options based on effectiveness and innovation
- Intentional overlap of TMP provisions and LEED credits

<table>
<thead>
<tr>
<th>Overlap b/w TMP elements and LEED certification credits for buildings</th>
<th>Overlap b/w TMP elements and LEED certification credits for commercial tenants</th>
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<tbody>
<tr>
<td>Alternative 4</td>
<td>up to 15%</td>
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Next Steps

- Recommend an alternative to Council
- Package TMP Code amendment with other proposed Transportation Development Code updates – Transportation Commission to consider Feb. 12th
- Draft Ordinance for Council consideration
Questions?

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