



MEMORANDUM

DATE: October 29, 2009

TO: Transportation Commission

FROM: Drew Redman, Associate Transportation Planner
(425) 452-2851; dredman@bellevuewa.gov
Michael Ingram, Senior Transportation Planner
(425) 452-4166; mingram@bellevuewa.gov
Eric Miller, Capital Programming Division Manager
(425) 452-6146; emiller@bellevuewa.gov

SUBJECT: TMP Menu of Options Review

PURPOSE

Associated with the City Council's review and discussion of the broader Transportation Development Code (TDC; Bellevue City Code Chapter 14.60) update proposal, the Council requested that the Commission review the proposed Transportation Management Program (TMP) Menu of Options. Staff seeks a reaffirmation or modification of the Commission's May 28, 2009 TDC code update recommendation to the Council, specifically addressing the TMP Menu of Options.

BACKGROUND

Transportation Management Programs (BCC Sections 14.60.070 and .080)

Sections 14.60.070 and .080 of the Transportation Development Code address TMPs, which are building-wide trip reduction programs typically required of large office developments. Specific requirements vary for each development depending on the project size and type of use, and may include:

- Posting and distributing transit and ridesharing information
- Designating a transportation coordinator
- Providing preferential parking for carpools and vanpools
- Providing a financial incentive of \$15/month for each carpool, vanpool, and transit commuter in the building, and
- Providing a Guaranteed Ride Home program for carpool, vanpool, and transit commuters.

Downtown office developments have enhanced requirements such as providing commuter information for tenants having 50 or more employees, instituting lease agreements incorporating employee surveys and line item parking costs, providing a ride matching service, and demonstrating a 35 percent reduction in drive-alone commuting over a 10-year period.

Additional TMP background information, including how TMPs relate to the City's broader Transportation Demand Management (TDM) goals and strategies, is attached to this memo (Attachment 1).

The TMP Code Review Process

The Transportation Department initiated a review of existing TMPs and TMP requirements in 2007 due to the high level of TMP-affected development activity in the city and a desire to better understand the effectiveness of current code requirements, adopted in 1995. This review highlighted a number of issues with existing code requirements and administration, resulting in proposed TMP code amendments.

The primary goals of the TMP code amendment are to:

- Establish effective programs and achievable performance goals for each affected property,
- Address foreseeable City-wide transportation impacts and moderate administrative resources required for implementation and monitoring, and
- Reflect best practices and increase consistency with neighboring jurisdictions.

Based on review of TMP effectiveness at various eligible developments, recent development trends, and TMP best practices from around the region and country, several TMP code update alternatives, including a "No Action" alternative, were crafted. All update alternatives considered are fully outlined in the TMP Review Report, which is posted on the City website (<http://www.bellevuewa.gov/transportation-management-programs.htm>). This report also provides additional background information on the purpose, history, administration and performance of TMPs in Bellevue.

The alternative review process entailed extensive involvement with TMP stakeholders including developers, property owners, property managers, transportation consultants, TransManage (Bellevue Downtown Association), King County Metro, and neighboring municipalities with similar development requirements. The process included two workshops, direct correspondence, and Transportation Commission meetings – including a public hearing on May 28, 2009. This process informed the selection of a preferred alternative.

Transportation Commission May 28, 2009 Action

On May 28, following the public hearing on the proposed Transportation Development Code amendments, the Transportation Commission took action to recommend the Council's adoption of the proposed code changes, including the "Menu of Options" alternative to the current TMP code sections. The Commission did not recommend any modifications to the code that would provide developers with financial incentives for implementation of TMP requirements. Separately, the Commission did request that staff return to the Commission within a year to revisit the concept of providing incentives to developers for the implementation of TMPs. The Commission has transmitted their formal recommendation memo to the Council under separate cover (see Attachment 2).

Attachment 1 to this memo, Additional TMP Background Information, includes a listing of the key changes to the current TMP code provisions highlighted by the “Menu of Options” from which developers would select physical features or programmatic elements tailored to their unique building conditions in order to meet their TMP requirements. The code-specified TMP requirements and the proposed Menu of Options are also included in Attachment 1.

October 5th City Council Study Session

On October 5th staff and Commission Chair Tanaka presented the proposed Transportation Development Code and TMP amendments to City Council. Council had several questions regarding the TMP Menu of Options and requested that the Transportation Commission review the Menu of Options’ points and weighting system, including consideration of stakeholder input presented to the Council on October 5. TMP-related questions or issues raised by Council and stakeholders are itemized below followed by staff discussion and recommended response.

Council Issue #1

What is the basis for assigning points in the TMP Menu of Options?

Discussion

Staff developed the Menu of Options by reviewing TMP reports, mode share surveys, and the best practices of other agencies in the region and around the country. TMP reports were used to evaluate low, medium, and high property owner burdens of implementing each option, and the low, medium, or high efficacy of each option. Mode share surveys identified the low, medium, and highly significant employee mode choice factors. Best practices were identified through literature review and correspondence with other jurisdictions. The resulting list of menu items were then scored using the following four criteria, and given a low (1 point), medium (2 points), or high (3 points) value for each of the 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), and
- Mode shift impacts (i.e. the expected level of change in drive alone behavior at the building).

The Proposed Menu of Options included in Attachment 1 identifies the criteria rating given for each menu item.

A first tier of “Base Requirements” (20 points) listed on the Proposed Menu of Options applies to all TMP affected development. A second tier of base requirements (24 additional points) applies only to TMP affected office developments. Once the size of any affected development triggers additional requirements, TMP measures totaling an additional 25 points must be chosen from the optional portion of the menu. Base requirements within the menu were derived from existing code requirements

determined to have little or no property-owner burden (e.g. posting and distributing information, line-item parking costs, Metro and state-supported ridematching service), and minimum necessary administrative elements, such as designating a transportation coordinator and periodic reporting for non-office buildings, and surveying and performance goals for office buildings.

Recommendation

Staff recommends no change to the Menu of Options point value criteria, its weighting, or to the TMP base requirements versus elective elements.

Council Issue #2

What allowances are made for potential service providers that may wish to compete with TransManage? How can a new provider, without a track record, break into the market?

Discussion

TransManage, currently the only Transportation Management Association (TMA) operating in the city, has demonstrated positive mode shift results with TMP clients, and has been valued accordingly in the Menu of Options. Staff recognizes that other organizations may also offer TMP services and have a results-oriented approach, but a unique contributor to the success of TransManage has to do with the partnership between the City, TransManage, and King County Metro to plan and implement Transportation Demand Management (TDM) activities. Therefore, to encourage effective third-party services without preferential treatment, it is necessary to define what is considered a TMA, and establish non-prescriptive criteria directed toward results. Through this approach, TMAs may be encouraged to develop and demonstrate creative, adaptive and flexible approaches to meeting TMP requirements and foster incremental and major improvements at specific properties and throughout service areas.

TMAs were initially defined as public/private partnerships formed on a voluntary basis to advocate on behalf of local stakeholders to alleviate traffic congestion, but a broader and more inclusive definition of a TMA is “an organized group applying carefully selected approaches to facilitating the movement of people and goods within an area.”^{1,2} An organization might also have alternate labels such as Transportation Management Organization (TMO) or Transportation Management Initiative (TMI).

The Center for Urban Transportation Research (CUTR) at the University of South Florida suggests that government agencies not dictate procedures or impose organizational structures on a TMA, but cooperate with the TMA to select which data items, processes, and performance measures best describe its mission and

¹ Ferguson, E. 2007. *Transportation Management Associations: A Reappraisal*. Journal of Public Transportation, Vol. 10, No. 4.

² Hendricks, S. J. 2004. *Results of the 2003 TMA survey*. Tampa, FL: Center for Urban Transportation Research.

accomplishments. CUTR suggests evaluating TMA performance potential using the following criteria:³

1. Corporate Leadership and Involvement
2. Suitability of Goals and Objectives
3. Development and Deployment of Strategic Plan
4. Financial Management Systems (i.e. Financial Stability)
5. Degree of External Visibility (i.e. Marketing Awareness)
6. Effectiveness of Programs
7. Measure of Commuter and Member Satisfaction (e.g. Retention and Cost Effectiveness)

While not all of these criteria can be evaluated with a start-up organization, this structure would provide basis for review of potential competing third-party services and clarify under what conditions a property owner will receive points for contracting with a newly formed TMA.

The Menu of Options can be modified to consider partial points for new Transportation Management Associations (TMAs) based on performance potential and anticipated services, until an average client drive alone rate is established. To maintain availability and consistency of a TMA service, partial credit may also be considered if average client drive alone rates are higher than the area-wide average for a limited period of time.

Recommendation

Allow value of services by new TMAs to be set at a level of up to 9 points for one 2-year period. Define a TMA as an organized group applying carefully selected approaches to facilitating the movement of people and goods within an area. New TMAs must submit the following documentation:

1. Experience of all TMA Staff
2. TMA affiliation with other organizations
3. TMA mission statement, goals, and objectives
4. TMA Strategic Plan (include proposed service area and services offered)
5. TMA Financial Plan

Staff will evaluate documentation for performance potential using CUTR-suggested criteria 1-4 above, and provide a decision on points awarded within 30 days of a submittal.

Allow value of services by TMAs which have shown average client improvement in reducing drive alone rates, but have average client drive alone rates that are higher than area-wide drive alone rates to be set at a level of up to 9 points for one 2-year period.

Council Comment #3

³ Overview the Florida TMA Evaluation Criteria at: <http://www3.cutr.usf.edu/tdm/tmaintro.htm>

Request the Transportation Commission to review stakeholder input presented to Council.

Discussion

Stakeholder comments, staff discussion and a recommendation, as applicable, are provided below.

Bellevue Downtown Association (BDA) Comment Letter, Oct. 5, 2009 (See Attachment 3)

BDA Comment #1

Increase the value of points assigned to TransManage services. The “Membership in a TMA” menu item is currently worth 18 points. Since our package of services encompasses most of the baseline requirements, TransManage clients can actually earn up to 62 points when they retain us to fulfill those obligations. However, office buildings which generate successful results using our services still need to earn seven additional points to be in compliance. We recommend assigning a points value of 25 to “Membership in a TMA,” which brings our clients to the required 69 points—a much greater value proposition that could be presented by City staff as new TMPs are negotiated.

Discussion

TMA points were based on no start-up burden for property owners (0 points), high ongoing burden of property owners to contract for ongoing service (3 points), high support of transportation choices (3 points), high influence on shifting drive-alone travel to non-drive alone modes (3 points), AND credit for existing TMA services which reduce ongoing burdens of:

- updating posted information (0 points),
- information distribution (0 points),
- designating a transportation coordinator (2 points),
- reporting (1 point),
- providing ridematching service (1 point),
- surveying (1 point),
- attaining performance goals (2 points), and
- providing incentives (2 points)

Altogether, this totals 18 points, meeting 72% of elective points. If a TMA offers more services reducing the ongoing burden of other base requirements or options, then additional points may be credited for contracting with a TMA.

Recommendation

Staff recommends no increase to the point value for TMA membership. (Note: Refer to discussion and recommendation under Council Issue #2)

BDA Comment #2

Add a menu item that awards points for providing a tenant roster with contact information, for transportation-related communication, to the City. When it comes to encouraging non-drive alone commuting, we've had the most success in buildings where property managers allow direct communication with employers. Bellevue's efforts benefit when we have a larger pool of commuters to work with, particularly for ridematching efforts. Even if buildings aren't under contract with TransManage, their employers and employees still need to be informed about the various programs offered by the City.

Discussion

Staff concurs that obtaining tenant contact information would assist TDM efforts by allowing direct communication with an employer, without having to go through the property manager. One way to implement this is to require it in the Code under the proposed description of Transportation Coordinator in Bellevue City Code 14.60.070(F)(3), or, as the BDA has suggested, to add it as an item in the TMP Menu of Options.

Recommendation

Add the provision of a tenant roster with tenant contact information to the Menu of Options for quarterly transportation-related communication, assigned 2 points as follows:

- 0 points for no start-up burden
- 1 point for low ongoing burden
- 0 points for no support or provision of transportation choices
- 1 point for low mode shift impacts

BDA Comment #3

Prioritize enforcement. When buildings fail to generate results it must be acknowledged and remedied. The new code outlines a solid discussion plan and subsequent actions required at buildings, but the City must adequately prepare to implement that plan. It is unfair to have many property managers invest in transportation solutions and deliver outstanding results, while a few are able to avoid making such investments with no repercussions.

Discussion

Staff concurs that enforcement should be a priority and applied justly.

BDA Comment #4

Preserve our ability to continue serving Bellevue. If our existing TMP service model proves to be ineffective under the new code, we encourage you to utilize our expertise for other city-funded programs, such as CTR services. We know downtown Bellevue better than anyone, and our business connections and non-profit status make us an ideal partner for results-driven outreach.

Discussion

Comment noted. Staff agrees that the longstanding partnership between the City and TransManage enhances positive TDM program outcomes.

Kemper Development Company (KDC) Comment Sheet, October 5, 2009 (See Attachment 4)

KDC Comment #1

Applying the requirements Citywide, not just in downtown, is appropriate.

Discussion

Comment is consistent with staff and Commission's prior recommendations.

KDC Comment #2

Alternative 4: Code Update + Menu of Options is the best of the alternatives. It would allow more flexibility and encourage innovation.

Discussion

Comment is consistent with staff and Commission's prior recommendations.

KDC Comment #3

Reducing the drive-alone reduction goal from 35% to 20% is a step in the right direction. However, history of the last couple of decades suggests that 20% is not achievable. The TMP Review Final Report says that of the 13 active transportation management programs, 4 have achieved their goals. These 4 have only met the requirement of no spillover parking, not the drive alone goal. [emphasis included] Further, in spite of at least two decades of public and private efforts to reduce single-occupant vehicle (SOV) commute trips, the trend has been the other way. Note, for example, that the City of Bellevue's 2005 mode share survey showed an increase in SOV commute access between 2002 (68%) and 2005 (71%) in downtown Bellevue. There is no evidence that continuing these actions could produce results in keeping with the 35% or 20% reduction.

Discussion

More recent 2008 mode share results indicate that a 20% drive alone reduction is achievable. Average annual drive alone reductions indicate that four properties have achieved more than a 2% reduction each year, equivalent to a 20% reduction over 10 years (the average annual reduction for 13 properties is 1.8%). The 2008 mode share survey also indicates that the drive alone rate in downtown is 61%.

Recommendation

Staff recommends no change to proposed performance goals.

KDC Comment #4

Changing the non-drive alone financial incentive (subsidy) from \$15 to 20% of the monthly parking rate would be a large increase for buildings with expensive parking. For example, at a rate of \$187.50, the monthly incentive would be \$37.50, a 150% increase.

Discussion

Providing a financial incentive for non-drive alone commuters is an option, not a requirement, under proposed code amendments. Adjusted for inflation using the Bureau of Labor Statistics Consumer Price Index for the Seattle Metro Area, the required \$15 incentive set in 1995 would be \$21.26 in 2009, so setting a specific dollar amount in the code has not allowed for cost of living increases, nor is it directly associated with non-drive alone costs of a particular building. Also, actual incentives at downtown buildings with existing TMP agreements range from \$24-64 for transit users, and \$15-188 for carpools and vanpools. The methods commonly used to provide the incentive are to reduce monthly parking costs for carpools and vanpools and to provide a number of Free Park days for transit users, carpoolers, and vanpoolers. In downtown, an average of 2.7 Free Park days are provided to each High Occupancy Vehicle commuter in a TMP building, a value equivalent to about \$41.85, a discount of more than 20 percent of the monthly cost of parking (daily parking costs average \$15.50 at TMP buildings).

Recommendation

Staff recommends no change to the proposed financial incentive option.

KDC Comment #5

Imposing the requirements for the life of the building is unreasonable [emphasis included]. A building owner's good-faith efforts over a period of time would have established travel patterns, particularly if the City has provided an effective transportation environment. If a building owner's good-faith efforts did not achieve performance goals after a reasonable period of time, there is something wrong with the goal.

This would be especially true if other, comparable buildings also failed to meet the goals. In either case, there should be a 'sunset' provision and the administrative burden of the TMP program should be dropped.

Discussion

Transportation impacts occur over the life of the building and therefore no sunset provision was proposed. A good-faith clause is included in proposed code amendments, whereby a property owner may demonstrate their commitment to implementing a TMP, and not be blamed for failing to fulfill performance goals. If the property owner fails to make a good-faith effort, a new plan and assurance device are required.

The City may also adjust performance goals based on current conditions that may or may not be influenced by the property owner, the building characteristics, and other local and state regulations. Partial credit may be considered if performance is improved but fails to meet applicable targets.

Recommendation

Staff recommends no change to the TMP requirement length of time. Allow a property whose performance is improved, but fails to meet applicable targets, to be

granted up to 6 points for one 2-year period (9 points are awarded to properties that meet their drive-alone commute target).

KDC comment #6

Achieving a 70% response rate for the employee survey is difficult and unnecessary.

Discussion

The City recognizes that a 70 percent response rate is difficult to achieve, though a higher response rate more accurately represents the commute behavior at a particular building. For this reason, staff provided in the proposed code to continue to encourage robust response rates, but accept survey results without penalizing lower response rates, as the existing TMP code does.

Recommendation

Staff recommends no change to proposed TMP code language regarding survey response rates.

KDC Comment #7

Setting aside 5% of parking spaces for carpools may be wasteful. Would it not be preferable to set aside spaces sufficient to meet demand?

Discussion

Designating 5 percent of parking spaces for carpools and vanpools is an option, not a requirement, under proposed code amendments. Transit capacity by itself is currently insufficient to meet non-drive alone targets established in the comprehensive plan. Therefore a significant amount of carpooling and vanpooling is needed to fill the gap, requiring parking infrastructure to support those modes. Reserving at least 5 percent of parking in preferential locations increases the attractiveness and viability of carpooling and vanpooling, without severely impacting parking operations. If demand is higher, more stalls need to be reserved. If demand is lower, stalls only need to be reserved until 9 a.m., and may then be used for short-term parking or as the operator determines.

Recommendation

Staff recommends no change to the option of setting aside 5% of parking spaces for carpools and vanpools.

KDC Comment #8

Alternative 4 requires the building owner to provide a guaranteed ride home program using a taxi-scrip system of free rides home in emergencies or due to employer requirements. However, for Alternative 2 the requirement is subject to availability of City-sponsored programs. Why doesn't this apply to Alternative 4? [Background: Staff considered four code alternatives ranging from no or limited action (Alternative 2) to a complete overhaul (Alternative 4)].

Discussion

A guaranteed ride home program is an option, not a requirement, under proposed code amendments. It is a requirement under existing code, but is difficult for property owners to implement. Alternative 2 included minimal code changes recognizing this difficulty and provided a mechanism for implementation – a City-funded program. Preferred alternative 4 resulted in proposed code amendments including a Menu of Options. A guaranteed ride home program is an option in this menu because it is not currently anticipated that the City will sponsor such a program. If and when a City-sponsored guaranteed ride home program is enacted, points may be restructured to account for financial burdens being displaced from property owners to the City.

Recommendation

Staff recommends no change to the guaranteed ride home program option.

Wright Runstad & Company Comment Letter, October 5, 2009 (See Attachment 5)

Wright Runstad & Company Comment #1

Consider modifications to create financial incentives for developers to implement truly effective TMPs. Specifically, Transportation Impact Fee credit for trips that would be reduced through implementation of a TMP.

Discussion

Staff and the Transportation Commission discussed this concept at length on May 28, 2009, resulting in the Commission's recommendation to not modify the TMP code to provide developers with financial incentives for implementation of TMP requirements. Separately, the Commission did recommend that staff return to the Commission within a year to revisit the concept.

Recommendation

Staff recommends no change to the proposed TMP code or the TMP Menu of Options to include financial incentives for property owners to implement TMP requirements.

NEXT STEPS

A follow-up City Council Study Session is scheduled for November 23, 2009. The Commission is requested to send a representative to report on the review of the TMP Menu of Options and any proposed changes.

ATTACHMENTS

1. Additional TMP Background Information – Including TMP Requirements Sheet and Proposed Menu of Options
2. Transportation Commission May 28, 2009 Recommendation Transmittal Memo
3. Bellevue Downtown Association Comment Letter, October 5, 2009
4. Kemper Development Company Comment Sheet, October 5, 2009
5. Wright Runstad & Company Comment Letter, June 17, 2009

Attachment 1 - Additional TMP Background Information – Including TMP Requirements Sheet and Proposed Menu of Options

Relationship of TMPs to Broader Transportation Demand Management Goals

Transportation Demand Management (TDM) is the term used to describe efforts to move more people in fewer vehicles on existing transportation infrastructure. This is typically done through social marketing techniques and provision of incentives to encourage transit use, carpooling, vanpooling, biking, and walking. TDM is practiced in Bellevue under three approaches: Commute Trip Reduction, Growth and Transportation Efficiency Center, and Transportation Management Programs. These approaches address different audiences, but aim to achieve the same TDM goals of reducing congestion and improving mobility. An added benefit of accomplishing TDM goals is preventing vehicle emissions that contribute to air pollution and climate change. With recent state greenhouse gas emissions legislation, TDM efforts will likely play a more significant role in addressing emission reductions, since a majority of the region's greenhouse gases are from vehicle emissions.

Under Washington State law, the Commute Trip Reduction (CTR) approach addresses employers having at least 100 employees who commute to work during peak commute hours of 6 a.m.-9 a.m. CTR-affected employers are required to designate an employee transportation coordinator, distribute information about alternatives to driving alone, and report on performance goals. Over 14,800 employees (38 percent) of an estimated 40,000 downtown workforce are affected by CTR requirements. The 2006 update to the state CTR Act encouraged municipalities to enhance TDM efforts in areas of concentrated development, and Bellevue has designated downtown as a Growth and Transportation Efficiency Center (GTEC). Under this new state framework, Bellevue's GTEC endeavors to shift 5000 commuters to non-drive-alone commute modes by 2011 through multiple voluntary programs for employers and employees in downtown Bellevue. Rounding out the TDM repertoire, TMPs address the role of property owners and managers.

Generally, TMPs support an efficient transportation network by promoting awareness of and incentivizing alternatives to driving alone, thereby moving more people on existing infrastructure. In regards to the GTEC goal of 5000 fewer drive-alone commuters, available transit capacity is expected to accommodate only half, meaning that carpool and vanpool modes, aided by TMP requirements, will be a major element in accommodating the other half.

Over 23,000 employees work in TMP-affected buildings in downtown (57 percent of downtown employees). This includes 12,000 employees (almost 30 percent of the downtown workforce) working at smaller downtown companies, who would otherwise not be directly exposed to a trip reduction program.

Citywide, approximately half of all forecasted new development will be affected by a TMP condition, particularly office developments in existing and future growth areas of downtown, Factoria, and Bel-Red. Although the efficacy of TMPs varies amongst

affected properties, it is expected that TMP agreements will have some influence on over 70 percent of forecasted new vehicle trips and Vehicle Miles Traveled (VMT) citywide.

Key Changes to Current TMP Code Provisions

The TMP alternative review process and development of a preferred TMP Code amendment alternative includes the following key changes to current TMP Code provisions:

- Applies what are now Downtown-only requirements citywide to make TMP implementation more consistent and address expected transportation impacts in Bel-Red, Eastgate, and Factoria.
- Decreases drive-alone reduction goal from 35% to 20% over 10 years to reflect a more realistic goal; imposes specific 2-year incremental targets to hold property owners more accountable and maintain steady performance.
- Provides for adjustable programmatic requirements based on performance. Every 2 years, properties add or subtract program elements from the Menu of Options depending on their success in meeting drive-alone reduction targets.
- Modifies the financial incentive requirement from \$15 per non-drive-alone commuter per month to 20% of the building's monthly parking rate to reflect market-rate parking costs (which currently vary from \$0 in much of the city to upwards of \$200/month in downtown).
- Allows existing TMP-affected properties with a wide variety of requirements to petition the director to transition to new code requirements in order to make implementation more consistent and equitable.
- Discontinues TMP requirements for multi-family residential developments, as the administrative burdens of developing and administering these TMP agreements are relatively high compared to the negligible benefits which have been realized. There are also other TDM outreach methods focused on residents which have a higher potential for shifting drive alone habits.
- Allows developers to choose programmatic elements from a "Menu of Options" to determine how to best manage transportation issues at their property. The Menu of Options includes best practices, encourages effective program elements, and may be administratively updated as needed.
- As proposed in the Transportation Management Program Requirements Table (BCC.14.60.070(E)), each property owner must meet base requirements and, if applicable, reach a designated number of points. Property owners may then choose from the Menu of Options to fulfill point requirements (Refer to "TMP Menu of Options" table on following pages). Each option is assigned a value that, when implemented in conjunction with other options, is summed to reach the designated number of points.
- The Menu of Options will be included in Bellevue City Code only by reference. Therefore, the Menu of Options may be updated administratively as needed by authority of the Director of the Transportation Department per BCC 14.60.021. A similar process applies to updating the City's Transportation Design Standards. This administrative process will allow periodic updates to reflect current market and

property conditions, and include innovative and effective program elements without future code amendments.

Transportation Management Program (TMP) Requirements, per Proposed Bellevue City Code 14.60.070(E)

Transportation Management Programs, or TMPs, are a provision of the city's transportation development code (Bellevue City Code 14.60), which require some property owners of newly constructed large buildings to implement automobile trip reduction programs in order to reduce traffic and parking impacts related to development. Based on the project size and land use in the TMP Requirement Table below, each property owner must meet base requirements and, if applicable, reach a designated number of points. Property owners may choose from a menu of options on the following pages to fulfill point requirements. Each TMP option is assigned a value that, when implemented in conjunction with other TMP options, is summed to meet the required number of points.

Requirement (1)	Office & High Technology Light Industry (2)	Mftng/Assembly (other than High Tech)	Professional Services Medical Clinics & Other Health Care Services	Hospitals (3)	Retail/ Mixed Retail/ Shopping Centers	Mixed Uses (4)
TMP Base Requirements	30,000 gsf and over (5)	50,000 gsf and over	30,000 gsf and over	80,000 gsf and over	150,000 gsf and over	(6)
TMP Menu of Options Requirement	69 points for 50,000 gsf or over	45 points for 150,000 gsf or over	45 points for 50,000 gsf or over	45 points for 80,000 sf or over	45 points for 150,000 sf or over	(6)
If performance targets are attained	5 point reduction after biennial survey confirmation (7)	N/A	N/A	N/A	N/A	(6)
If performance targets are not attained	Additional 5 points required with each biennial survey confirmation until improvement occurs or additional efforts demonstrate no improvement (8)	N/A	N/A	N/A	N/A	(6)

Footnotes to Transportation Management Program Requirements Table:

- (1) Specific actions that the owner of the property must take to mitigate parking and traffic impacts.
- (2) Excluding medical clinics and other health care services.
- (3) Including hospitals conditioned with a TMP under Bellevue City Code 20.25J.050(B).
- (4) Other than mixed retail.
- (5) Base requirements include: Line item parking costs, Employee Survey, Performance Goal
- (6) Requirements for mixed uses will be determined on a project basis.
- (7) Point reductions shall not be below required base level points
- (8) No more than 88 points shall be required for any development

Proposed TMP Menu of Options,
Implementation Activities in accordance with proposed Bellevue City Code 14.60.070(F(13))

Menu Item		Description	Start-Up Burden ¹	Ongoing Burden ²	Transportation Choices ³	Mode Shift Impacts ⁴	Points	
Scoring Criteria: Low=1 point, Med=2 points, High=3 points								
Base Requirements (all affected development)	1	Post Information	Post ridesharing and transit information from King County Metro, Sound Transit, or other approved sources; information about walking and bicycling; traffic information; all TMP elements practiced onsite; and Transportation Coordinator's contact information in a visible central location in the building, such as the lobby or other public area near the major entrance to the building on a continual basis. Posting a url link and providing a computer or kiosk for online access may be considered adequate for fulfilling this requirement if the url link provides sufficient information as determined by the director. This requirement applies to each building in a building complex or phased project. All posting materials required by the Transportation Management Program Requirements Table must be provided by a source approved by the director.	Low (1 pt)	Low (1 pt)	Med (2 pts)	Low (1 pt)	5
	2	Distribute Information	Distribute ridesharing and transit information from King County Metro, Sound Transit, or other approved sources annually to all tenants and employees and to new tenants and new employees. Such information must identify available ridesharing and transit services; information about walking and bicycling; all TMP elements practiced onsite; and the Transportation Coordinator's contact information.	n/a (0 pts)	Low (1 pt)	Med (2 pts)	Low (1 pt)	4
	3	Designate Transportation Coordinator	The coordinator shall publicize the availability of commute options, provide reports to the city (see BCC 14.60.070(F)(7)), act as liaison to the city, assist with commute surveys, if required (see BCC 14.60.070(F)(10)), and provide ridesharing matching assistance in conjunction with Metro or a private system sponsored by the property owner as approved by the city. The property owner must provide the transportation coordinator's name to the city. The coordinator must be available for quarterly meetings and training sessions conducted by the city or other agency approved by the city. The property owner and manager must allow the coordinator to access building tenants quarterly. TransManage or another organization approved by the City may act as Transportation Coordinator.	n/a (0 pts)	High (3 pts)	High (3 pts)	High (3 pts)	9
	4	Biennial Report	The property owner shall submit a completed report form provided by the city every two years, for the life of the building. The report shall describe compliance with each of the required transportation management program components, the total number of onsite employees, the total number of tenants, the total number of parking spaces, the location of carpool and vanpool loading zones, parking management operations, and any voluntary efforts to mitigate parking and traffic impacts. The city shall then determine compliance with this section.	n/a (0 pts)	Med (2 pts)	n/a (0 pts)	n/a (0 pts)	2

This Menu of Options is not intended to be included in Bellevue City Code (BCC), but is rather intended to be updated periodically in accordance with administrative rules (BCC 14.60.021).

Proposed TMP Menu of Options,

Implementation Activities in accordance with proposed Bellevue City Code 14.60.070(F(13))

Menu Item	Description	Start-Up Burden ¹	Ongoing Burden ²	Transportation Choices ³	Mode Shift Impacts ⁴	Points	
Scoring Criteria: Low=1 point, Med=2 points, High=3 points							
5	Line Item Parking Costs	Identification of parking cost as a separate line item in leases and a minimum rate for monthly long-term parking, not less than the retail cost of a current monthly Sound Transit two-zone pass or the area market parking rate, whichever is lower.	n/a (0 pts)	Low (1 pt)	High (3 pts)	High (3 pts)	7
6	Ridematching Service	Promote and facilitate the use of regional ridematching service's program of commute management tools, as available, for tenants and building management. Promote and facilitate use of regional ridematching service by building employees so as to encourage carpool and vanpool formation. At least 1 ridematching event shall be held annually and may include employees from adjacent buildings to encourage ridematching across buildings.	n/a (0 pts)	Med (2 pts)	Med (2 pts)	Med (2 pts)	6
7	Biennial Survey	The property owner shall conduct a survey to determine the employee mode split. The survey must be conducted by an independent agent approved by the city. This survey shall be conducted in a manner to produce a 70 percent response rate and shall be representative of the employee population. The survey results shall be used as the basis for calculating performance levels using the following Drive Alone Formula: $(NS/NT)(100) = \text{percent Drive Alone use}$, where; NS = number of employees who commute to work by Driving Alone NT = total number of employees The city shall provide a survey form to the property owner. For building tenants subject to Commute Trip Reduction (CTR) requirements, CTR survey results may substitute for the tenant survey. For buildings with 90 percent of employees subject to CTR requirements, CTR surveys may substitute for the building survey. The survey is to be conducted every two years; the baseline survey shall be conducted one year after the issuance of the CO. Surveys for CTR sites shall fall during odd years in order to correspond with the City's scheduled CTR survey periods.	n/a (0 pts)	Med (2 pts)	n/a (0 pts)	n/a (0 pts)	2
8	Performance Goal	For every other year beginning with the building's baseline survey and for 10 years thereafter, the performance goals shall become progressively restrictive by 4 percent every 2 years, so that by the tenth year the maximum SOV rate will be reduced by 20 percent from the baseline. The 4 percent increments shall be calculated by dividing the total 20 percent target by 5. For developments with multiple phases, the 10-year period begins one year after the issuance of the final certificate of occupancy for the first phase. The city may adjust the above rates every other year based on review of current conditions, the characteristics of the building, and other local or state regulations.	n/a (0 pts)	High (3 pts)	High (3 pts)	High (3 pts)	9

Base Requirements (affected Office developments only)

Proposed TMP Menu of Options,

Implementation Activities in accordance with proposed Bellevue City Code 14.60.070(F(13))

Menu Item	Description	Start-Up Burden ¹	Ongoing Burden ²	Transportation Choices ³	Mode Shift Impacts ⁴	Points		
Scoring Criteria: Low=1 point, Med=2 points, High=3 points								
9	Showers	Provide showers for employees to facilitate non-motorized transportation (e.g. bicycling, walking) to work. Provide at least one shower for every 50,000 sf, with changing facility. Shower and changing facility requirements may be met by providing free access to onsite or adjacent (within 600 feet) health club shower facilities. The shower(s) shall meet any applicable requirements specified in the Land Use Code.	High (3 pts)	High (3 pts)	High (3 pts)	Low (1 pt)	10	
10	Lockers	Provide storage space for employee's personal items to facilitate non-motorized transportation (e.g. bicycling, walking) to work. Provide at least four mid to full-size lockers for every 50,000 sf, either for short-term daily storage, long-term overnight storage, or both. Locker facility requirements may be met by providing free access to onsite or adjacent (within 600 feet) health club locker facilities.	Med (2 pts)	Med (2 pts)	Med (2 pts)	Low (1 pt)	7	
Point Options (Options must be implemented by TCO unless otherwise stated, and for at least 2 consecutive years)	11	Building or Campus-based Bikeshare or Bike Maintenance Program	a. A bikeshare program includes providing on site at least one general purpose bicycle for free for employees to use for work or personal purposes. b. A bike maintenance program includes vouchers for employees for yearly bike tune-ups, and having supplies on site for basic self repairs (e.g. bike pump, patch kit, hex wrenches).	Med (2 pts)	Med (2 pts)	High (3 pts)	Low (1 pt)	8
	12	Membership in a TMA maintaining an average client drive-alone rate equal to or less than the current area-wide average ⁵	Contract with an available Transportation Management Association (TMA) for services such as on site transportation events, periodic distribution of information, tracking incentive distributions to eligible employees, and survey support (if applicable).	n/a (0 pts)	High (3 pts)	High (3 pts)	High (3 pts)	18 ⁶
	13	Designate preferential carpool/vanpool parking for at least 1 space or 5% of spaces, whichever is greater	Provide specially marked parking spaces in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate. At least 1 employee parking space, or 5 percent of employee parking spaces, whichever is greater, shall be designated preferential spaces. Additional spaces will be designated according to demand. A preferential location is characterized by proximity to a main building entrance, exclusive of designated disabled spaces, and covered parking when possible. For structured parking, a preferential location includes proximity to a building or elevator entrance and the primary vehicle entrance to the parking facility. To facilitate monitoring, carpools and vanpools must be certified by the coordinator through a registration system as approved by the city, and be recertified quarterly.	Low (1 pt)	Med (2 pts)	Med (2 pts)	Med (2 pts)	7

This Menu of Options is not intended to be included in Bellevue City Code (BCC), but is rather intended to be updated periodically in accordance with administrative rules (BCC 14.60.021).

Proposed TMP Menu of Options,

Implementation Activities in accordance with proposed Bellevue City Code 14.60.070(F(13))

Menu Item	Description	Start-Up Burden ¹	Ongoing Burden ²	Transportation Choices ³	Mode Shift Impacts ⁴	Points	
Scoring Criteria: Low=1 point, Med=2 points, High=3 points							
14	Locate one or more carshare vehicle(s) onsite, and designate preferential reserved parking stalls for vehicle(s)	Contract with a private carshare company, such as Zipcar, to locate one or more vehicles on site, or locate one or more fleet vehicles on site for building employees to use for work or personal purposes. Provide specially marked parking spaces in a preferential location. A preferential location is characterized by proximity to a main building entrance, exclusive of designated disabled spaces, and covered parking when possible. For structured parking, a preferential location includes proximity to a building or elevator entrance and the primary vehicle entrance to the parking facility.	Med (2 pts)	Low (1 pt)	High (3 pts)	Low (1 pt)	7
15	Provide one or more carshare membership(s)	Provide tenants one or more memberships in a carshare program, such as Zipcar, or provide one or more fleet vehicles for tenant employees to use for personal or business purposes.	Med (2 pts)	Low (1 pt)	High (3 pts)	Low (1 pt)	7
16	Provide shuttle service to/from transit center or designated public park and ride facility	Provide "last-mile" transit service (with vans, shuttles, or buses) to/from major public transportation facilities. The service plan must be finalized by TCO, and service must begin when the project is 20% occupied or sooner.	High (3 pts)	High (3 pts)	High (3 pts)	High (3 pts)	12
17	Minimum financial incentive of 20% of market-rate parking/mo. for each registered non-drive-alone commuter	Provide a minimum monthly financial incentive for employees on-site who regularly commute by carpool, vanpool, or transit, walking, bicycling, or any other non-drive-alone mode, including teleworking or multiple modes. To be eligible for an incentive as a carpool or vanpool participant, a minimum of 3 persons is required for each registered carpool and vanpool, and a maximum of 2 building employees may be required for each registered carpool and vanpool. The financial incentive will be 20 percent of the building's parking rate, which can be implemented through Free Park days, subsidized transit passes for transit or non-motorized users, reduced monthly parking for carpools/vanpools, or any combination thereof. All non-drive-alone commuters shall have access privileges equivalent to drive-alone commuters, such as daily in-and-out parking privileges, including Free Park days, and weekend access if available.	High (3 pts)	High (3 pts)	High (3 pts)	High (3 pts)	12
18	Voluntary lease agreements for unsubsidized parking	Identification in lease agreements that tenants will not subsidize employee parking costs. The direct cost of parking to the employee must not be less than the line item parking cost of each parking space, as stated in the lease agreement. Lease agreements must encompass at least 25% of onsite employees.	n/a (0 pts)	Low (1 pt)	High (3 pts)	High (3 pts)	9
19	Guaranteed Ride Home Program	Provide a taxi-scrip system of free rides home for on-site registered non-drive-alone employees who have an unexpected employer requirement to work late or because of a need to leave early due to illness or home emergency.	n/a (0 pts)	Med (2 pts)	Med (2 pts)	Med (2 pts)	6

Point Options
(Options must be implemented by TCO unless otherwise stated, and for at least 2 consecutive years)

Proposed TMP Menu of Options, Implementation Activities in accordance with proposed Bellevue City Code 14.60.070(F(13))

Menu Item	Description	Start-Up Burden ¹	Ongoing Burden ²	Transportation Choices ³	Mode Shift Impacts ⁴	Points
Scoring Criteria: Low=1 point, Med=2 points, High=3 points						
20	Parking not exceeding minimum req'd by Land Use Code Size parking capacity to meet, but not exceed, minimum requirements specified in the Land Use Code.	n/a (0 pts)	High (3 pts)	n/a (0 pts)	High (3 pts)	6
21	TDM program to reduce weekday pk trips by 20% compared to forecasted trips Create and implement a comprehensive transportation demand management (TDM) program for the project that reduces weekday peak period motor vehicle trips by at least 20% compared to the forecasted trip generation for the project without the TDM strategies. Verification must be conducted by an approved organization and using an approved methodology.	n/a (0 pts)	High (3 pts)	High (3 pts)	High (3 pts)	9
22	Variable priced parking In coordination with the parking facility operator, price at least 5% of parking stalls at variable rates (e.g. daily, weekly, and/or 1/2 month increments) to facilitate employee commute options. Daily in-and-out parking privileges shall be equivalent to monthly-priced commuters.	Low (1 pt)	High (3 pts)	Med (2 pts)	Low (1 pt)	7

Point Options
(Options must be implemented by TCO unless otherwise stated, and for at least 2 consecutive years)

¹ Capital costs of property owners

² Operational and Maintenance costs of property owners

³ Score based on provision and support of a non-drive-alone mode

⁴ Score based on expected building-wide changes in drive-alone behavior

⁵ As determined by the City's Mode Share Survey, or the current area-wide target as determined by the director

⁶ Score is weighted to account for TMA services that reduce property owners' administrative burdens of: updating posted information, information distribution, designating a transportation coordinator, surveying and reporting, attaining performance goals, and providing incentives

Attachment 2 - Transportation Commission May 28, 2009 Recommendation Transmittal Memo

DATE: May 28, 2009
TO: Mayor Degginger and Councilmembers
FROM: Transportation Commission
SUBJECT: Recommendation to adopt the proposed Transportation Development Code revisions

We are pleased to recommend the City Council's adoption of the proposed City of Bellevue Transportation Development Code revisions (Bellevue City Code chapter 14.60), as presented by staff. Proposed amendments include:

- More flexible Transportation Management Program requirements
- Clarified and expanded definitions
- Removal of conflicts and inconsistencies
- Clarified design requirements for public streets, private roads, and driveways
- Consistency with other city codes
- Modifications regarding alternative travel modes

The proposed code revisions are the product of staff and Commission review, public outreach, and development community input. Commission review of the Transportation Management Program (TMP) component of the code update (BCC 14.60.070 and 14.60.080) consisted of multiple meetings held throughout spring and fall 2008, concluding in January 2009. We took up the remaining sections of Code chapter 14.60 this spring. A public hearing on the entire chapter was held on May 28, 2009.

The only public testimony provided at the hearing suggested that the proposed code revisions allow for a credit towards transportation impact fees as an incentive for developments required to implement a TMP. While we do not recommend that the Transportation Development Code provide for impact fee credit provisions, we have requested that staff return to the Commission within a year to revisit the concept of providing incentives for developers to implement TMPs. We believe the City might see higher rates of compliance with the TMP requirements, and potentially more innovation leading to better outcomes, by offering incentives for performance rather than relying solely on consequences for non-compliance. However, in the absence of administratively feasible proposals for such incentives at this time, the Commission agreed to monitor the outcome of the updated TMP regulations for a period of time before considering additional modifications such as incentives.

We would be pleased to discuss our recommended code amendments in more detail at a future City Council study session.

Attachment 3 - Bellevue Downtown Association Comment Letter, October 5, 2009



October 5, 2009

Mayor Grant Degginger
Bellevue City Councilmembers
450 110th Avenue NE
Bellevue, WA 98004

RE: TMP Code Revisions

Dear Mayor Degginger and Bellevue City Councilmembers:

TransManage, a service of the Bellevue Downtown Association, was just recognized by the Association for Commuter Transportation as the 2009 Outstanding Transportation Management Association--#1 in the country. In addition, partnering closely with the City and King County Metro over the past four years played a significant role in achieving a 39% non-drive alone commute rate for downtown.

Neither of these accomplishments would have happened without collaboration among a variety of stakeholders, including property managers, and we must ensure that a revised TMP code does not erode the potential for their ongoing participation in achieving future success.

While the proposed TMP code amendments provide valuable flexibility for developers, we are concerned about the potential impacts on TMP services currently being offered through TransManage at 10 of downtown Bellevue's 16 affected properties.

We request that the Council direct transportation staff to review the following:

- Increase the value of points assigned to TransManage services. The "Membership in a TMA" menu item is currently worth 18 points. Since our package of services encompasses most of the baseline requirements, TransManage clients can actually earn up to 62 points when they retain us to fulfill those obligations. However, office buildings which generate successful results using our services still need to earn seven additional points to be in compliance. We recommend assigning a points value of 25 to "Membership in a TMA," which brings our clients to the required 69 points—a much greater value proposition that could be presented by City staff as new TMPs are negotiated.

- Add a menu item that awards points for providing a tenant roster with contact information, for transportation-related communication, to the City. When it comes to encouraging non-drive alone commuting, we've had the most success in buildings where property managers allow direct communication with employers. Bellevue's efforts benefit when we have a larger pool of commuters to work with, particularly for ridematching efforts. Even if buildings aren't under contract with TransManage, their employers and employees still need to be informed about the various programs offered by the City.
- Prioritize enforcement. When buildings fail to generate results it must be acknowledged and remedied. The new code outlines a solid response plan and subsequent actions required at buildings, but the City must adequately prepare to implement that plan. It is unfair to have many property managers invest in transportation solutions and deliver outstanding results, while a few are able to avoid making such investments with no repercussions.
- Preserve our ability to continue serving Bellevue. If our existing TMP service model proves to be ineffective under the new code, we encourage you to utilize our expertise for other city-funded programs, such as CTR services. We know downtown Bellevue better than anyone, and our business connections and non-profit status make us an ideal partner for results-driven outreach.

Sincerely,



Leslie Lloyd
BDA President



Sarah Vega
TransManage Program Manager

cc: Steve Sarkozy
Goran Sparrman
Eric Miller
Drew Redman

Kemper Development Comments On Proposed Bellevue TMP Code Amendments

1. Applying the requirements Citywide, not just in downtown, is appropriate.
2. Alternative 4: Code Update + Menu of Options is the best of the alternatives. It would allow more flexibility and encourage innovation.
3. Reducing the drive-alone reduction goal from 35% to 20% is a step in the right direction. However, history of the last couple of decades suggests that 20% is not achievable. The TMP Review Final Report says that of the 13 active transportation management programs, 4 have achieved their goals. These 4 have only met the requirement of no spillover parking, not the drive alone goal. Further, in spite of at least two decades of public and private efforts to reduce single-occupant vehicle (SOV) commute trips, the trend has been the other way. Note, for example, that the City of Bellevue's 2005 mode share survey showed an increase in SOV commute access between 2002 (68%) and 2005 (71%) in downtown Bellevue. There is no evidence that continuing these actions could produce results in keeping with the 35% or 20% reduction.
4. Changing the non-drive alone financial incentive (subsidy) from \$15 to 20% of the monthly parking rate would be a large increase for buildings with expensive parking. For example, at a rate of \$187.50, the monthly incentive would be \$37.50, a 150% increase
5. Imposing the requirements for the life of the building is unreasonable. A building owner's good-faith efforts over a period of time would have established travel patterns, particularly if the City has provided an effective transportation environment. If a building owner's good-faith efforts did not achieve performance goals after a reasonable period of time, there is something wrong with the goal. This would be especially true if other, comparable buildings also failed to meet the goals. In either case, there should be a 'sunset' provision and the administrative burden of the TMP program should be dropped.
6. Achieving a 70% response rate for the employee survey is difficult and unnecessary.
7. Setting aside 5% of parking spaces for carpools may be wasteful. Would it not be preferable to set aside spaces sufficient to meet demand?
8. Alternative 4 requires the building owner to provide a guaranteed ride home program using a taxi-scrip system of free rides home in emergencies or due to employer requirements. However, for Alternative 2 the requirement is subject to availability of City-sponsored program. Why doesn't this apply to Alternative 4?

Attachment 5 - Wright Runstad & Company Comment Letter, June 17, 2009

**WRIGHT
RUNSTAD
& COMPANY**

June 17, 2009

PRINCIPALS:
H. JON RUNSTAD
GREGORY K. JOHNSON
WALTER R. INGRAM

Mayor Grant Degginger
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

**BELLEVUE TRANSPORTATION
MANAGEMENT PLAN**

Dear Mayor Degginger:

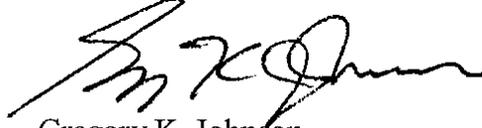
We appreciate the opportunity to provide testimony regarding changes under consideration to the Bellevue Transportation Management Plan ("TMP") code and program. As you know, Wright Runstad & Company, in partnership with Shorenstein Properties, has plans to develop The Spring District under the new Bel-Red Sub-Area Plan. It is our intent that the Spring District will serve as a world-class example of effective transit oriented development and a blueprint for how to effectively reduce greenhouse gas emissions through smart growth.

We are concerned that the TMP, as it currently exists and as proposed by staff, offers no incentives to actually reduce trips. In January, we requested that the Transportation Commission consider modifications to the TMP to create incentives for developers to implement truly effective transportation management programs. We proposed there should be a direct relationship between effectiveness of TMP's in reducing peak hour trips and the impact fees that are imposed on new development. Specifically, we requested Transportation Impact Fee (TIF) credit for trips that would be reduced through effective implementation of a TMP, with monitoring and adjustment of TIF's in accordance with performance.

We very much appreciated the Transportation Commission's interest in creating incentives for developers to implement effective TMP's. In January, during its consideration of this issue, the Transportation Commission passed a motion that requested the transportation staff to bring back a proposal for incorporating incentives into the TMP program this year. This issue was again discussed at length during the May 28 Transportation Commission consideration of this item.

We wish to go on record in support of the Transportation Commission's efforts to incorporate incentives into the TMP program. We believe that direct TIF credit with accountability for implementing effective TMP programs that reduce SOV trips is one tool that should be given strong consideration. We are also willing to participate with the Commission and staff to develop real financial and regulatory process incentives that will help move Bellevue toward a more sustainable transportation system.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. K. Johnson', written over a light blue horizontal line.

Gregory K. Johnson
President

GKJ/jkh

cc: Steve Sarkozy, City Manager
Tom Tanaka, Chair, Bellevue Transportation Commission
Goran Sparmann, Director, Transportation Department

Attachment

WRIGHT
RUNSTAD
& COMPANY

PRINCIPALS:
H. JON RUNSTAD
WALTER R. INGRAM
GREGORY K. JOHNSON

May 28, 2009

Lise Northey, Chair
Bellevue Transportation Commission
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

**BELLEVUE TRANSPORTATION MANAGEMENT
PLAN**

Dear Chair Northey:

We thank the Commission for the opportunity to provide testimony regarding changes under consideration to the Bellevue Transportation Management Plan code and program. As you may know, Wright Runstad & Company has plans to develop The Spring District, a 36-acre mixed use development in Bel-Red that has been identified as the future site of the proposed 124th Street Sound Transit Station. It is our intent that the Spring District will serve as a world-class example of effective transit oriented development and a blueprint for how to effectively reduce greenhouse gas emissions through smart growth.

Earlier this year, we requested that the Transportation Commission consider modifications to the Transportation Management Program to create financial incentives for developers to implement truly effective transportation management programs (TMP). Specifically we requested Transportation Impact Fee credit for trips that would be reduced through implementation of a TMP.

We very much appreciate the Transportation Commission's consideration of our proposal and especially its interest in creating incentives for developers to implement effective TMPs. We understand that Transportation Commission agreed to recommend the staff-proposed TMP code revisions without our suggested changes. Ultimately, the Commission passed a motion directing staff to bring back a proposal for including incentives into the TMP program this year. We wish to go on the record in support of this request. We offer to work with the Commission and staff to develop real financial and regulatory process incentives for proponents of projects that help move Bellevue toward a more sustainable transportation system.

Sincerely,



Gregory K. Johnson
President