

Transportation Management Program
Frequently Asked Questions (FAQs)
(Revised February 2010)

Q: What is a TMP?

A: TMP stands for Transportation Management Program, which is a plan that encourages carpooling, vanpooling, transit use, and other non-drive-alone transportation options by providing information and incentives to tenants and employees in a specific building.

Q: Why does the City require TMPs (and do other cities require them)?

A: TMPs are required for certain development proposals in order to mitigate ongoing traffic and parking impacts. Locally, Seattle, Redmond, and Kirkland all require TMPs, and at the national scale, at least 9 other municipalities require similar development conditions.

TMPs were initially implemented in Bellevue starting in the early 1980s as a mitigation measure for development impacts identified by environmental review conducted under the State Environmental Policy Act (SEPA) framework. Starting in 1987, City code included TMP requirements for certain types of development projects; this provided more consistency in the TMP provisions across buildings.

Q: How many TMPs exist in the City?

A: There are currently 49 TMPs on file, 14 of which were established since 2007. Projects already permitted (some of which are now under construction) and in early permit application stages will add another 16 in coming years.

Q: What are the benefits of TMPs?

A: TMPs appear to have beneficial effect in reducing traffic impacts, though it is difficult to assess as more than half of the buildings do not have performance measures. Of those sites with a performance measure, all of them have decreased their drive alone rate, and two exceeded their goal. The proposed code will establish performance measures at more sites.

Since transit service does not address all of the City's non-drive alone needs, TMPs are useful in providing end-of-trip facilities (designated parking spaces) for carpools and vanpools and— under the proposed Menu of Options—for bicyclists (showers and lockers are encouraged). TMPs also play a role in providing trip reduction programs for about 15,000 employees citywide (12,000 of whom are downtown) who work at small employers located in TMP-conditioned buildings and would not otherwise have exposure to such a program.

The proposed TMP code revisions align with the LEED (Leadership in Energy and Environmental Design) green building certification system; many of the elements that are in the code and the Menu of Options also provide credit toward LEED certification requirements.

Q: Why is the City reviewing TMP agreements and the Code language that governs their establishment?

A: The Transportation Department initiated a review of TMPs in 2007 due to the high level of development activity in the City and a desire to better understand the effectiveness of elements of the current TMP requirements, adopted in 1995.

Q: What might be the implications if the TMP code were repealed altogether?

A: Repealing the code would have implications for the transportation system, existing affected properties, and future development.

- Without mechanisms to encourage non-drive alone commuting beyond what would typically occur, the transportation system would be more congested during peak demand periods.
- To the extent that TMPs address impacts under SEPA, existing affected properties would still be required to mitigate ongoing traffic and parking impacts, along with associated City resources to monitor mitigation efforts.
- Lacking a framework for mitigating transportation impacts caused by development, developments might have to sort out the TDM measures on a case-by-case basis, which would be more work for the developer to figure out what to do and for staff to monitor implementation. The proposed TMP “Menu of Options” provides flexibility while retaining the framework.

Q: What is the difference between Commute Trip Reduction (CTR) and TMP requirements?

A: Washington State requires any company with 100 or more employees who work during peak morning commute hours, to implement a CTR program. The City of Bellevue requires any construction project meeting certain size and land use criteria to implement a TMP. In short CTR laws affect companies, while TMP regulations affect buildings, placing an obligation on both employers and property owners to address the transportation impacts of their operations. There are a number of TMP-affected buildings that have CTR-affected tenants. The proposed code language clarifies the circumstances in which employer CTR program elements may be used to satisfy TMP conditions at buildings.

Q: How will the proposed TMP code revisions impact an existing property?

A: Adoption of the proposed code revisions will not necessarily impact TMP conditions on existing properties. The proposed changes do include provision for existing TMP-affected properties to elect to transition to new TMP code requirements, if desired.