



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



Staff Analysis (cont.)

- 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

Overlap b/w TMP elements and LEED certification credits for buildings

Overlap b/w TMP elements and LEED certification credits for commercial tenants

Alternative 4

up to 15%

up to 19%



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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