

**Current Transportation Management Program requirements -- Bellevue and nearby communities**

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City	City code section	Affected areas/land uses	Programmatic requirements (these may vary by land use and size of building)	Performance requirements	Monitoring process	Key differences from Bellevue requirements	Other comments
Bellevue	BCC 14.60.070 (citywide)	Citywide: *Office (>=30K sq ft) *Manufacturing (>=50K sq ft) *Medical clinics (>=30K sq ft) *Hospital (>=80K sq ft) *Retail (>=60K sq ft) *Residential (>= 100 units) *Mixed use	*Post information, *Distribute information, *Designate a Transportation Coordinator, *Designate preferred parking for car/vanpools, *Provide \$15/month subsidy for car/vanpool & transit riders *Provide guaranteed ride home.	None	*Biennial reports collected by King County Metro under contract. *No report collected from buildings wholly occupied by CTR-affected tenant; for these buildings, the CTR report provides the key information needed. *No regular monitoring at residential sites (only requirement is posting information)		*57 TMP agreements currently in effect. *20 of the existing TMP agreements are at residential sites (where only requirement is to post information).
	14.60.080 (additional requirements for Office uses in downtown)	Downtown: Office (>=50K sq ft)	*Commute information board at each tenant with 50 or more employees; *Lease language requiring tenant participation in employee surveys; *Identify parking as a separate line item in leases, with a monthly cost not less than a 2-zone Metro pass; *Personalized ridematching to encourage car/vanpools.	Downtown: 35% reduction in SOV rate over 10 years for office buildings.	Same as BCC 14.60.070 (above). Biennial surveys facilitated and collected by KC Metro under contract. (No surveys conducted at CTR-affected tenants; existing CTR surveys provide necessary performance data.)		7 agreements have the requirement for a 35% reduction; two of these have a 10-year span of measurement, neither achieved 35% reduction.
	BCC 20.251.050	Medical Institution District	Refers to BCC 14.60.070; provides that City may require or applicant may propose alternative TMP with a performance standard and program features to attain the standard.	None specified; but provides option for City to designate a requirement.	Same as BCC 14.60.070 (above)		To date, no buildings have been conditioned under this provision.
Issaquah	IMC 18.09.120	Affected uses include: *Office *Medical *School	*Post information, *Distribute information, *Designate a Transportation Coordinator, *Designate preferred parking for car/vanpools, *Provide bicycle parking & shower facilities	Max 75% drive-alone during AM and PM peak periods after two years.	No formal process currently established. Site activities may be monitored via employer Commute Trip Reduction program.	*Performance goal set at areawide level, applies to a range of uses (not just office) *Schools may be affected by the TMP requirement	*City seeks to coordinate the "Transportation Management Action Plan" and the Commute Trip Reduction activities at each site. *3 TMPs in effect under current code framework.
Kirkland	Conditioned under SEPA	TMP condition typically applies to: *Office projects >35K sq ft *Office projects that provide less parking than code requires *Mixed use projects that provide less parking than code requires.	Provisions vary, may include: *Post information, *Distribute information *Designate a Transportation Coordinator *Designate preferred parking for carpools *Provide subsidy for carpoolers, transit riders *Provide guaranteed ride home	Typical goals are, 10% reduction in drive-alone after two years 75% max overall drive alone after 4 years and thereafter	Biennial reports (and surveys, where required), collected by KC Metro under contract.	*Potential level of financial incentive for transit at office sites (50% of one-zone pass, \$49.50/mo currently) is ~3x the Bellevue level (\$15/mo)	*20 TMP agreements currently in effect *2 of the TMP agreements are at residential sites, where TMP was required as a condition of parking modification. *The City is planning to codify TMP requirements later this year, as an element of their update to traffic analysis guidelines.
Redmond	RZC 21.52.020	Non-residential development that generates demand for more than 25 "mobility units". (Mobility unit is a function of the PM peak person-miles of travel associated with a development.)	*Post information, *Distribute information, *Designate a Transportation Coordinator, *Designate preferred parking for car/vanpools and bicycles, *Provide financial incentive equivalent to 25% of cost of 2-zone peak transit pass, *Join local Transportation Management Assn, *Identify additional financial incentive or equivalent program element as contingency measure to implement should performance fall short of target for two consecutive measurements.	*70% or less SOV in AM and PM peak within first two years; *60% or less SOV in Overlake area.	*Annual Transportation Program report; *Annual survey until performance goal achieved, biennial survey thereafter.	*Required financial incentive for transit (\$29.25/mo currently) is ~2x the Bellevue level (\$15/mo); *TMA membership required (available at a range of service levels); *Performance goal set at areawide level, applies to a range of uses (not just office); *Additional measures must be identified in advance and implemented if survey results fall short two years in a row.  *Does not apply to residential development *Does apply to schools	73 TMP agreements currently in effect.

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Seattle	SMC 25.05.675 (SEPA)	Development that is subject to SEPA review may include a TMP as a mitigation measure for parking and/or traffic/transportation impacts.  Per the 2015 Director's Rule, *New developments of 100K sq ft of commercial, office or retail are typically required to complete a TMP. *Developments of different uses or with less than 100K sq ft may also be subject to a TMP, depending on project impacts or land use code requirements.	Specific TMP elements are not specified in the code. However, the code does indicate that for residential development in Downtown, mitigation measures are limited to signage, provision of information on transit & ridesharing, bicycle parking. For non-residential projects in Downtown and projects outside Downtown, transit incentives, including transit pass subsidies may be required.  Per the 2015 Director's Rule, the following are required for all projects: *Post information *Produce & distribute current commuter information *Designate a Building Transportation Coordinator *Transportation Coordinator to attend training at least 1x/year *Require tenants to participate in the TMP *Participate in a Transportation Management Assn, where available *Participate in promotion & encouragement programs *Provide bicycle storage & amenities that meet City standards *Provide or require tenants to offer transit pass subsidy (50% or more) to employees who work at the site *Provide information about ride-match opportunities *Offer a guaranteed ride home program	Per Director's Rule: TMP goal is specified in Master Use Permit decision or other permit decision. Typically specified in terms of max percent SOV employee (or student) trips in peak period. Considerations in setting the goal include, TMP goals in the Land Use Code (where applicable), range of transportation options in the vicinity, related CTR goals, SOV goals in Comp Plan, SOV rates of nearby TMP buildings.	Per 2015 Director's Rule: *Conduct periodic surveys (at least every 2 years) *Submit regular reports  Monitoring currently done by SDOT; but resources to do this are tight.	*Required transit subsidy (50% of annual pass cost, which varies by location) is 1.5x-2.2x the Bellevue level (\$15/mo) *TMA membership required in areas where a TMA is active. *Provide bicycle storage & amenities *Performance goal set for each building, based on a variety of factors (identified in Director's Rule).  Director's Rule identifies additional "May be recommended" measures, as potential options should particular conditions warrant or performance fall short.	*Nearly 200 TMPs currently in effect.  *Primary guidance on TMP development is provided by <i>DPD Director's Rule 27-2015/SDOT Director's Rule 09-2015</i> posted at, <a href="http://web6.seattle.gov/DPD/DirRulesViewer/Rule.aspx?id=27-2015">http://web6.seattle.gov/DPD/DirRulesViewer/Rule.aspx?id=27-2015</a>  *Consultant currently doing evaluation of compliance with individual TMP goals and relationship to other city goals, including CTR program and Comp Plan SOV goals.
	SMC 23.49.019 (Downtown)	<i>In Downtown :</i> TMP-type provisions required at all non-residential development >10,000 sq ft.	Elements noted in code are, *Post information *Distribute information *Designate a Transportation Coordinator (or contract with Commute Seattle for services) *Maintain an in-house ridesharing program *Transportation Coordinator to receive training from SDOT or Commute Seattle  Director's Rule provides overall guidance.	Same as above	Same as above	Same as above	
	SMC 23.52.008 (In Urban Centers/Urban villages with a Station Area Overlay District)	<i>In Urban Centers/Urban villages with a Station Area Overlay District :</i> A transportation impact analysis is required for buildings with residential uses (including mixed use buildings) meeting certain size ranges (the range varies, according to zoning designation). A TMP may be required as one of the impact mitigation measures.	Potential mitigation elements noted in code include: *provision of transit incentives, including transit pass subsidies *bicycle parking, and shower facilities for bicycle commuters *parking management strategies including, but not limited to, unbundling parking from building-space leases, reserved parking spaces for vanpools, and reduction in the amount of parking to be provided *participation in a transportation mitigation payment program or transportation management association, where available  Director's Rule provides overall guidance.	Same as above	Same as above	Same as above	
	SMC 23.71.018 (Northgate)	<i>In the Northgate area :</i> -A TMP is required at any development generating 25 or more employee or student vehicle trips during any one PM hour. -For multifamily residential development, a TMP is required for any development generating 50 or more vehicle trips in any one PM hour.	Director's Rule provides guidance.	Same as above	Same as above	Same as above	
	SMC 23.69.030, 23.69.034, 23.69.035, 23.04.040 (Major institutions)	Each major institution is required to develop and implement a TMP as one element of its (required) master plan.	Specific TMP elements are not specified in the code. Director's Rule provides guidance.	Performance requirement established in as an element of the Major Institution Master Plan	TMP compliance and progress reporting required as element of Major Institution annual reporting.	Bellevue does not have an overall code framework to address development and impact of major institutions.	