Transportation Management Programs

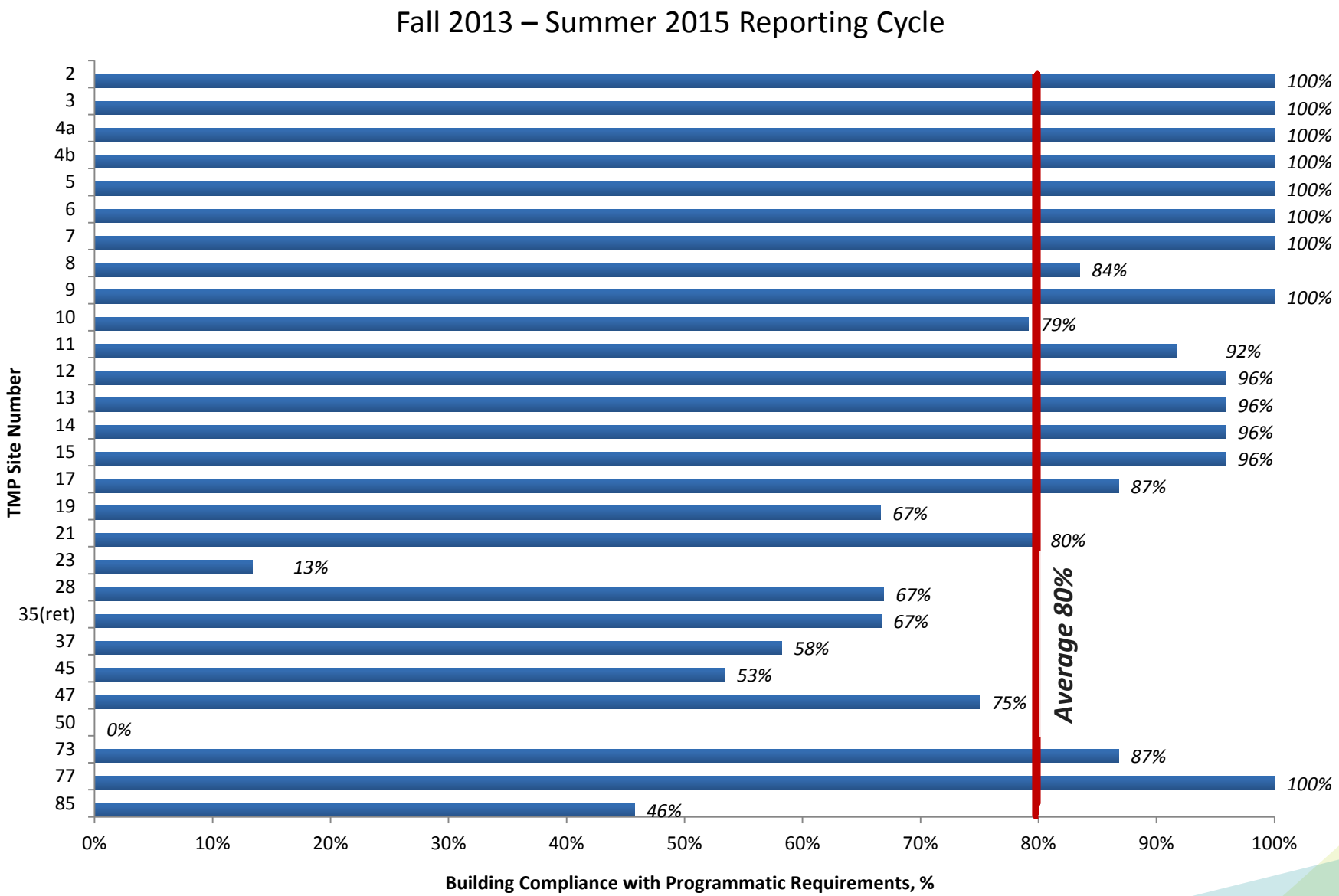
Bellevue Transportation Commission

May 12, 2016

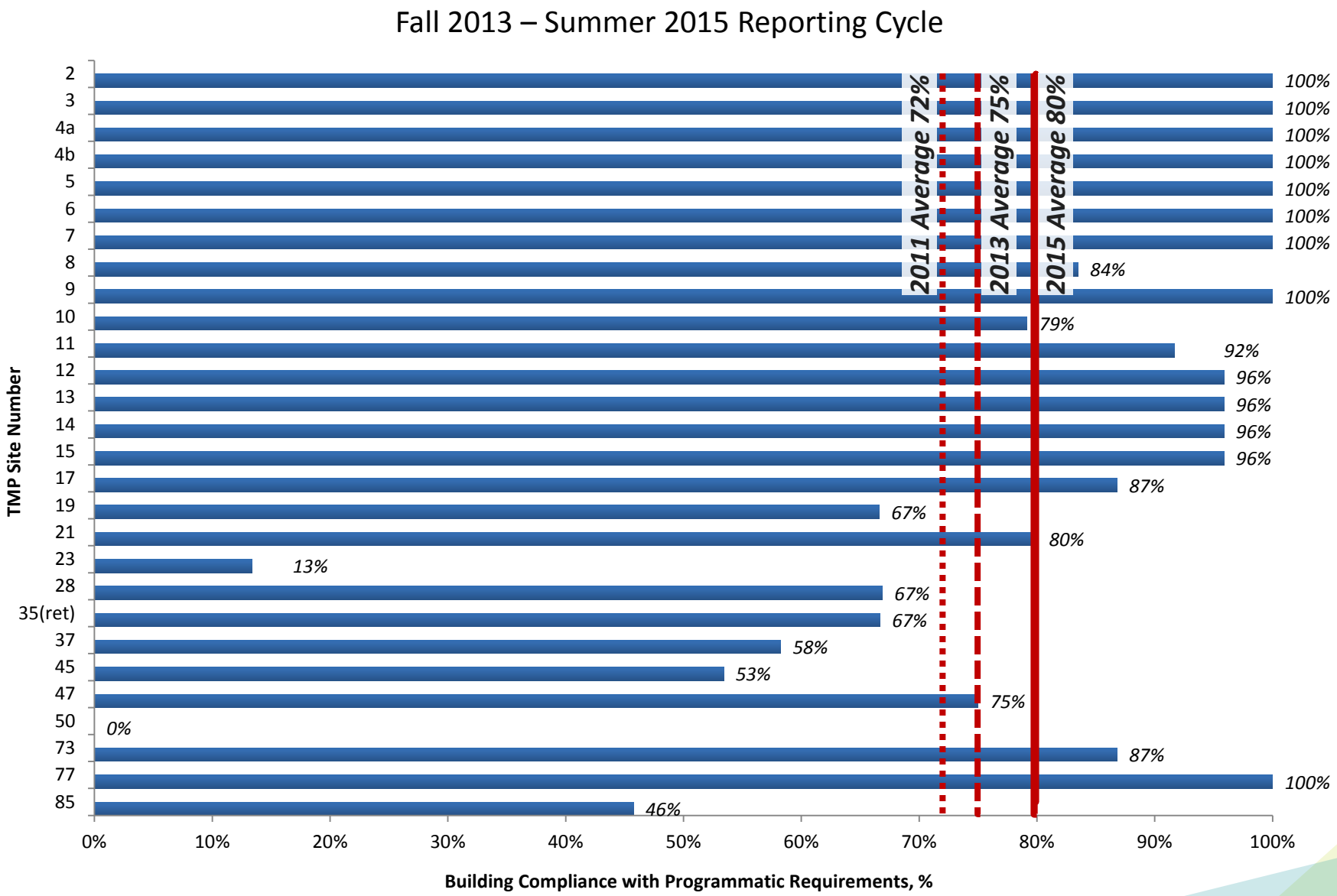
Tonight's Presentation

1. Compliance with current TMP agreements
2. TMP requirements vs CTR requirements
3. Results of TMP survey
4. Effect of TMPs on trip reduction
5. TMP requirements at adjacent cities
6. *Commission input needed:* Potential alternatives for TMP code revision
7. Next steps

Compliance with TMP Requirements

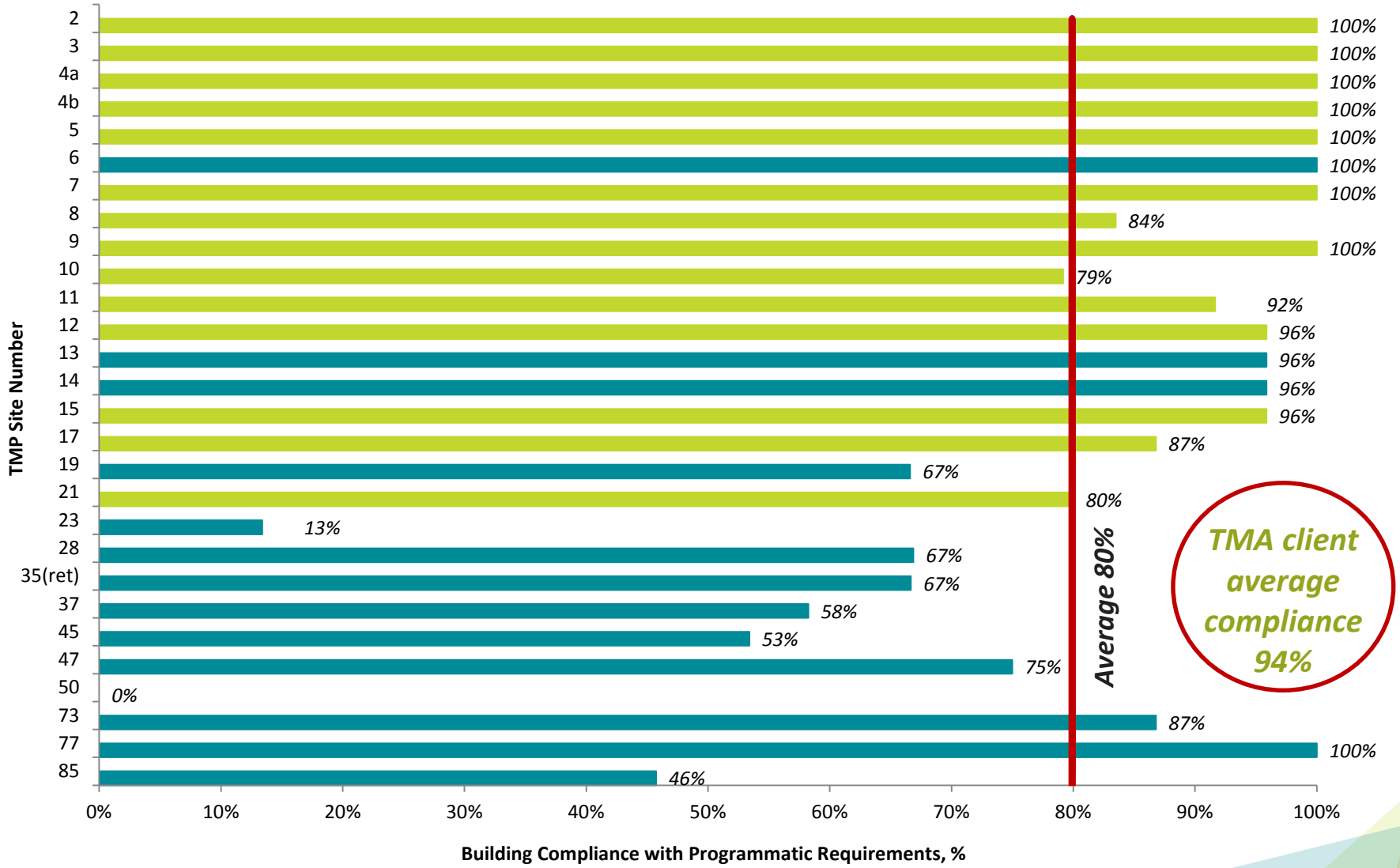


Compliance with TMP Requirements



Compliance with TMP Requirements- Transmanage Clients

Fall 2013 – Summer 2015 Reporting Cycle



Compliance with TMP Requirements by Program Element

Programmatic elements with highest compliance (>90%)

- Designate Transportation Coordinator
- Post ridesharing and transit information
- Personalized ridematch service (Downtown only)

Other elements with high compliance (>80%):

- Lease language requiring tenant participation in surveys (Downtown only)
- Line-item parking cost in leases (Downtown only)

Elements with moderate compliance:

- Provide guaranteed ride home (74%)
- Provide preferential parking for carpools, vanpools (64%)

Element with lowest compliance (53%):

- Provide financial incentive ($15/month to those commuting by carpool, vanpool or transit)

TMP vs CTR—Requirements

1. TMP is sometimes focused on a performance target, CTR always has a target.
2. TMP and CTR both require designation of a Transportation Coordinator
3. TMP and CTR both require regular, periodic reporting to the City
4. TMP has specific programmatic requirements
5. CTR-affected employers able to choose programmatic implementation measures from a (long) list, including some that are required for TMP sites.

TMP and CTR—Relationship

Site overview

37 TMP buildings have employment (i.e., non-residential)

- 8 TMP buildings are wholly occupied by a single CTR tenant
- 13 TMP buildings have no CTR tenant
- 16 TMP buildings have mix of CTR, non-CTR tenants

Employees impacted

Citywide, 38,000 employees at TMP buildings

➢ *11,000 of these employees are **not** at a CTR worksite.*

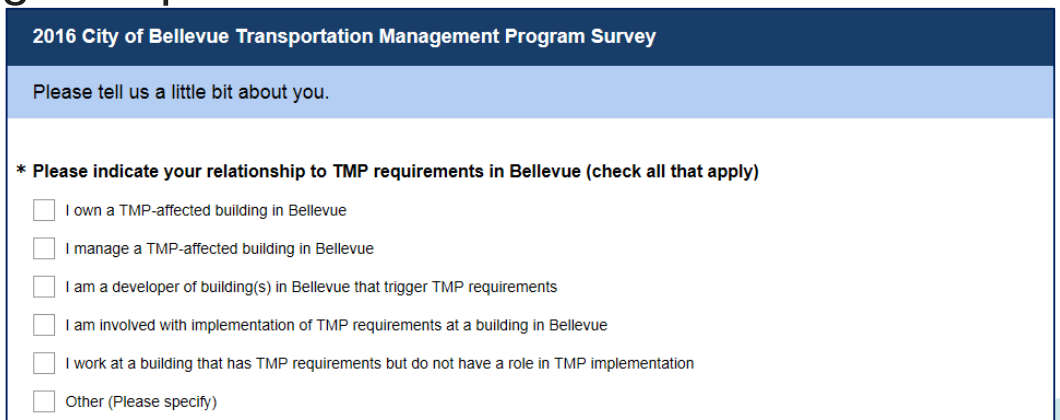
Survey of TMP Implementers

Key purposes of the TMP survey:

- Inform those directly affected by TMP requirements of the current initiative to review city requirements
- Learn about their experience and impressions of current city requirements
- Gather input to inform the development of alternatives for revisions to TMP requirements.

Target audience for the survey:

- Managers of TMP-affected buildings
- Others working to implement TMPs
- Developers
- Owners


2016 City of Bellevue Transportation Management Program Survey

Please tell us a little bit about you.

* Please indicate your relationship to TMP requirements in Bellevue (check all that apply)

- [ ] I own a TMP-affected building in Bellevue
- [ ] I manage a TMP-affected building in Bellevue
- [ ] I am a developer of building(s) in Bellevue that trigger TMP requirements
- [ ] I am involved with implementation of TMP requirements at a building in Bellevue
- [ ] I work at a building that has TMP requirements but do not have a role in TMP implementation
- [ ] Other (Please specify)

Survey of TMP Implementers

Questions regarding 8 current TMP requirements:

*** Please indicate on a scale of 1-5 whether you agree or disagree with the statements pertaining to this TMP requirement.**

	(1) Disagree strongly	(2) Disagree	(3) Neutral	(4) Agree	(5) Agree strongly	I don't know or not applicable to my building.
I am familiar with this code element	○	○	○	○	○	○
This code element is easy to implement.	○	○	○	○	○	○
Tenants appreciate this feature at my building.	○	○	○	○	○	○
I would likely implement this feature at my building, even in the absence of a City requirement.	○	○	○	○	○	○
This is a useful element of an overall package to reduce drive-alone commute trips to my building.	○	○	○	○	○	○

Comments:

Survey of TMP Implementers

Current code elements with most positive feedback:

- Post ridesharing and transit information, distribute information
- Designate transportation coordinator

Current code elements with mixed feedback:

- Provide preferential parking for carpools, vanpools.
- Provide financial incentive
- Provide guaranteed ride home
- Performance goal
- Line-item parking cost in tenant leases

Survey of TMP Implementers

Other survey feedback:

A. Many buildings are LEED-certified, but most respondents are unclear whether any LEED credits were claimed for non-SOV mode use.

B. Most respondents indicated they felt it appropriate that buildings generating significant travel demand make efforts to reduce their ongoing impact. Others were neutral; only a few felt the requirement to be inappropriate.

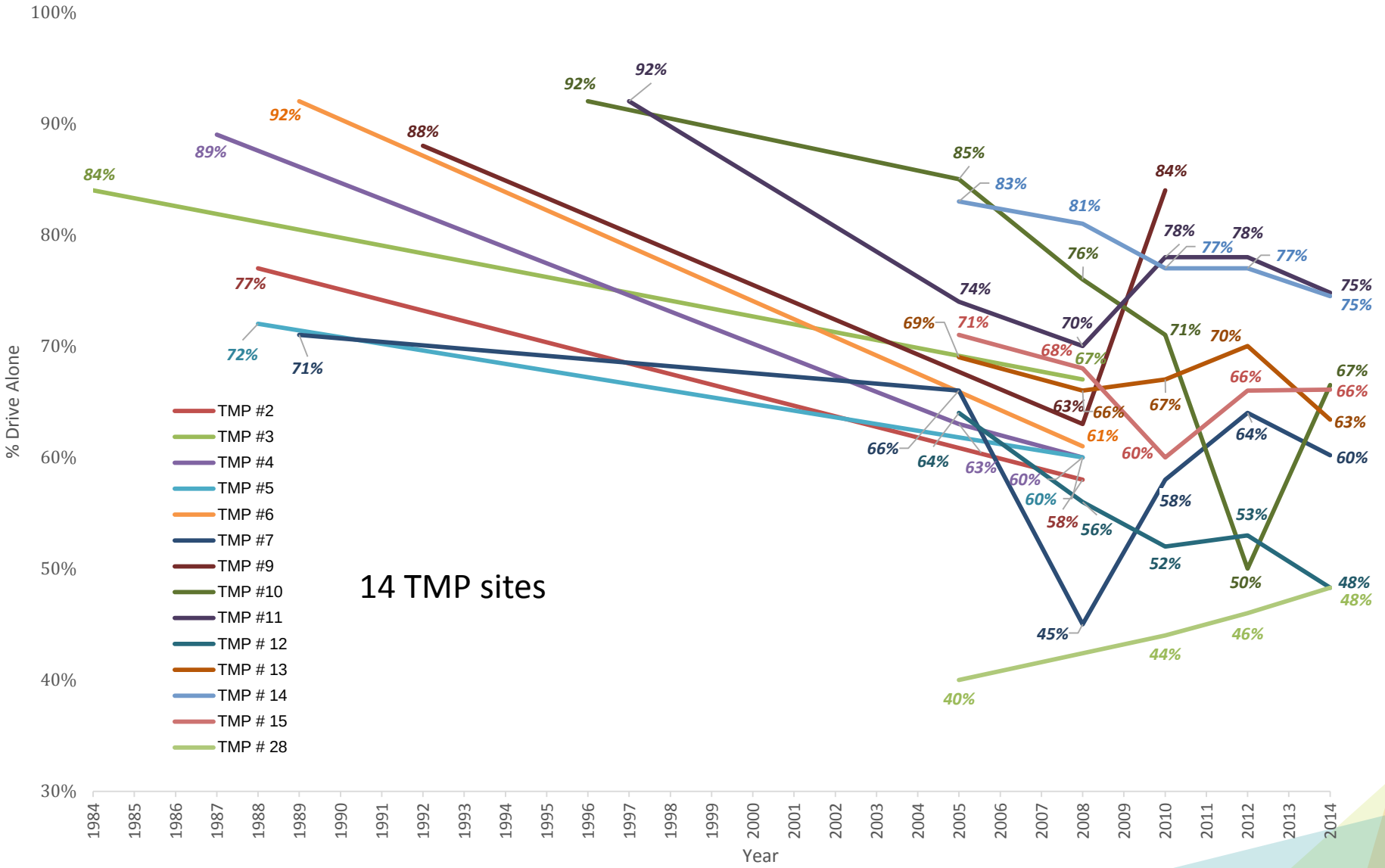
C. A few respondents indicated experience working with TMP requirements in other local jurisdictions.

D. Most respondents were familiar with the City's ChooseYourWay Bellevue programs and with regional travel options promotions (Bike Month, etc).

TMP Effectiveness

1. Survey results from Downtown TMP buildings.
   - ➢ *These show reduction in drive-alone commuting over time.*
2. Compare to other available data:
   a. US Census/ACS (1990, 2000, 2006-2010 5-yr avg)
   b. City of Bellevue Downtown Mode Share Surveys (1990-2011)
   c. CTR program sites in Downtown (1995-2014); currently, these include 32% of DT workers.
3. Ideal approach: Compare TMP to non-TMP buildings
   - ➢ *Do not have comparable data for non-TMP buildings*.

Change in Drive Alone: All Downtown TMP Sites



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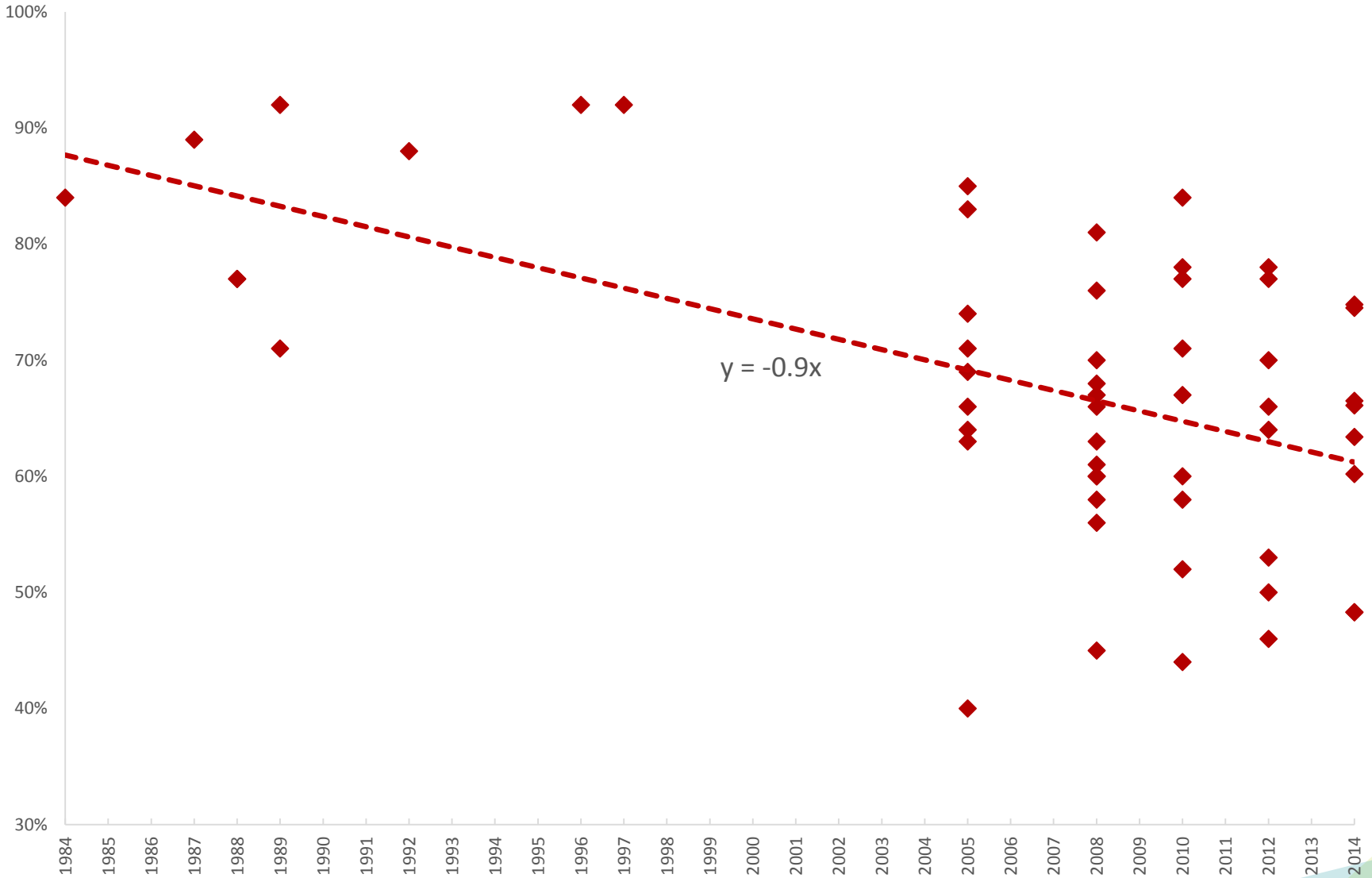

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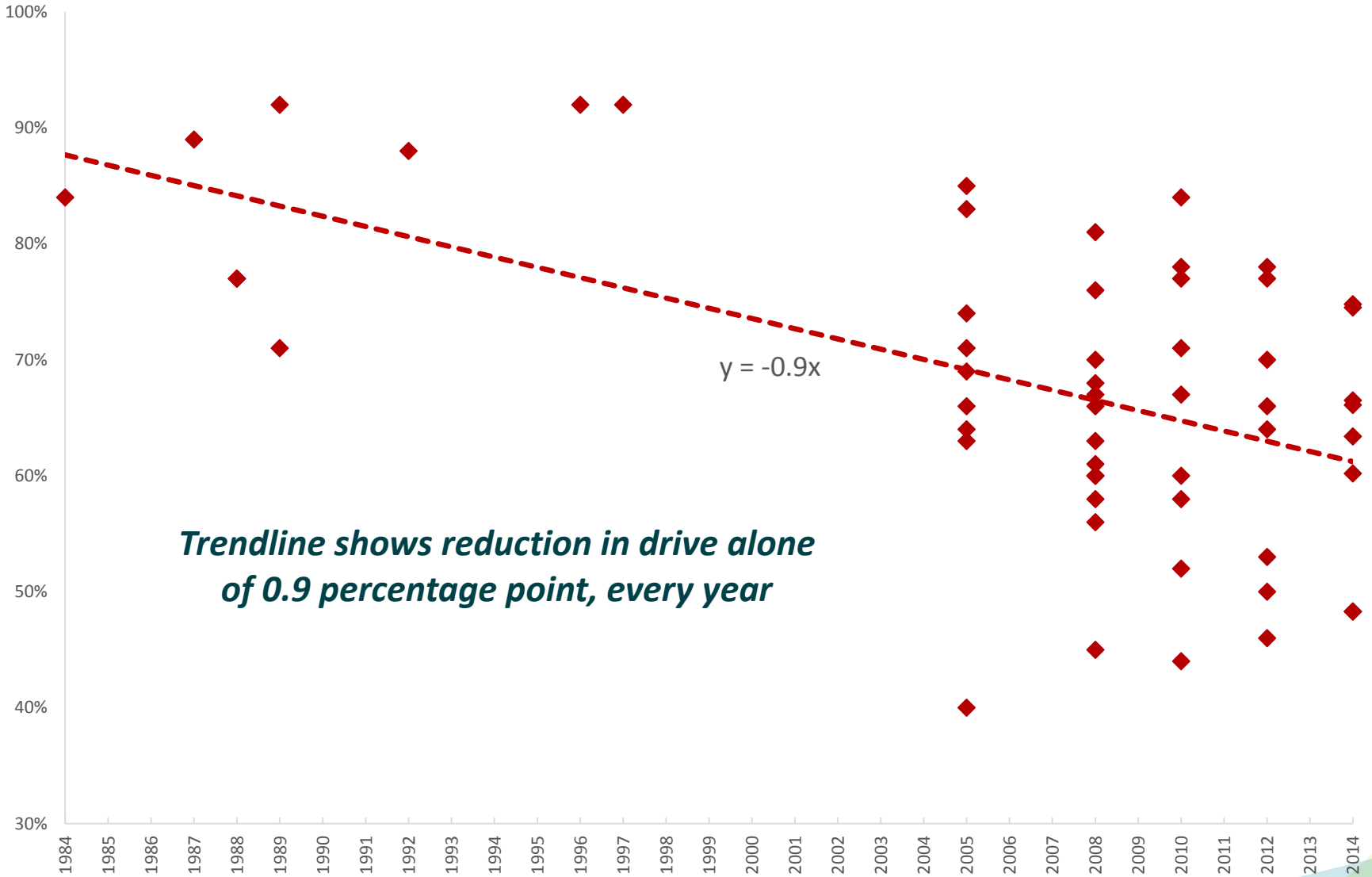

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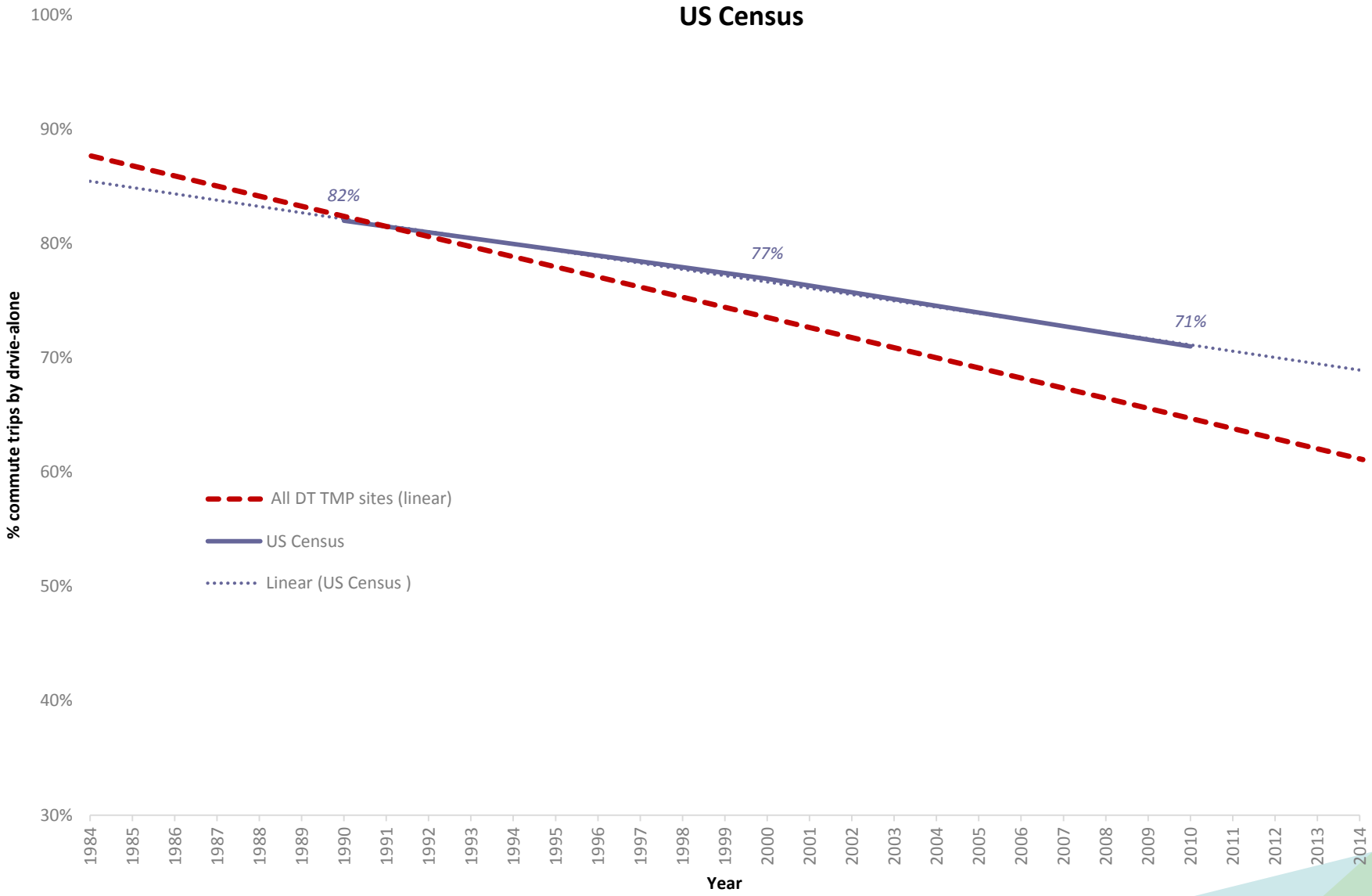

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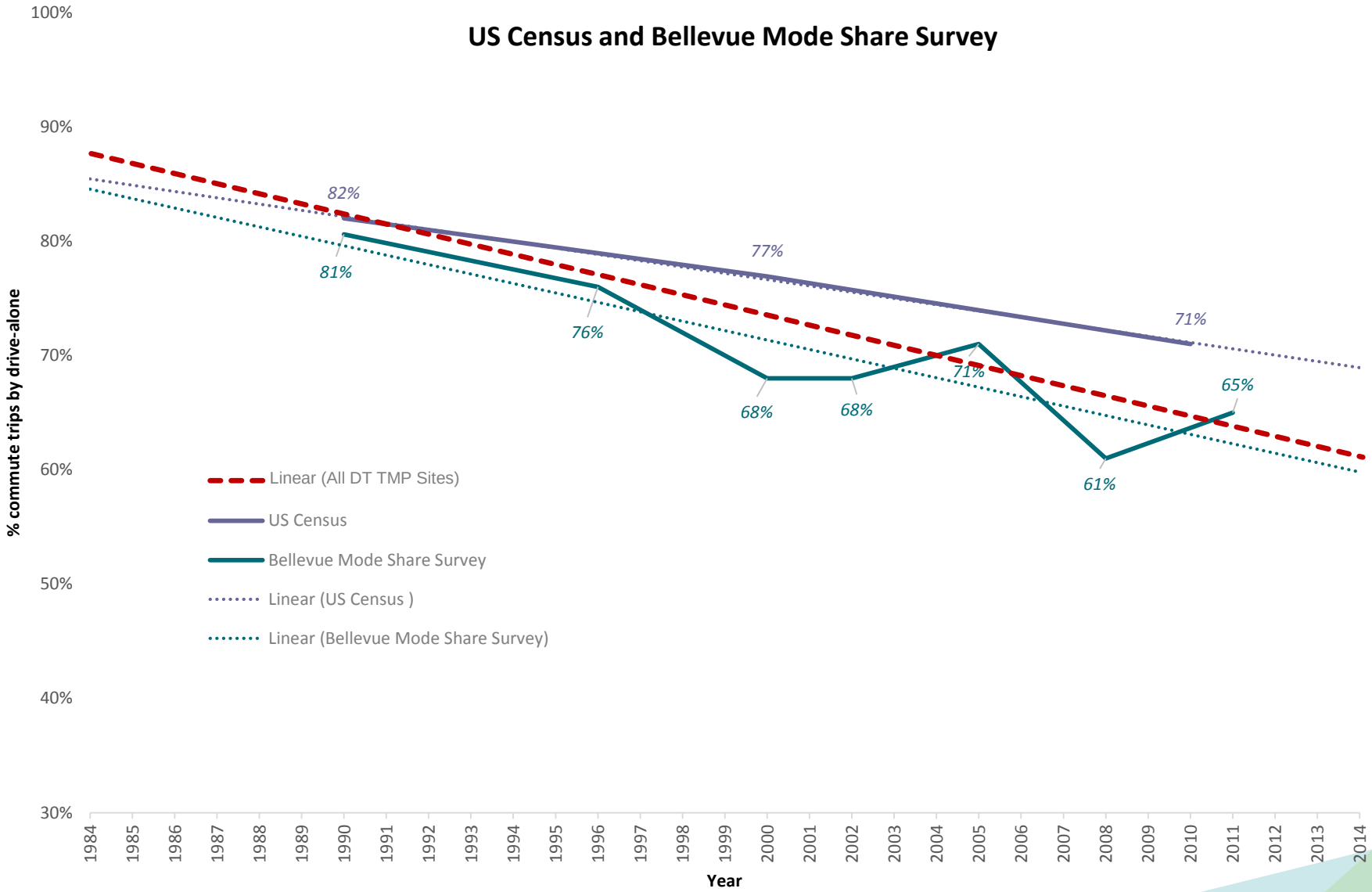

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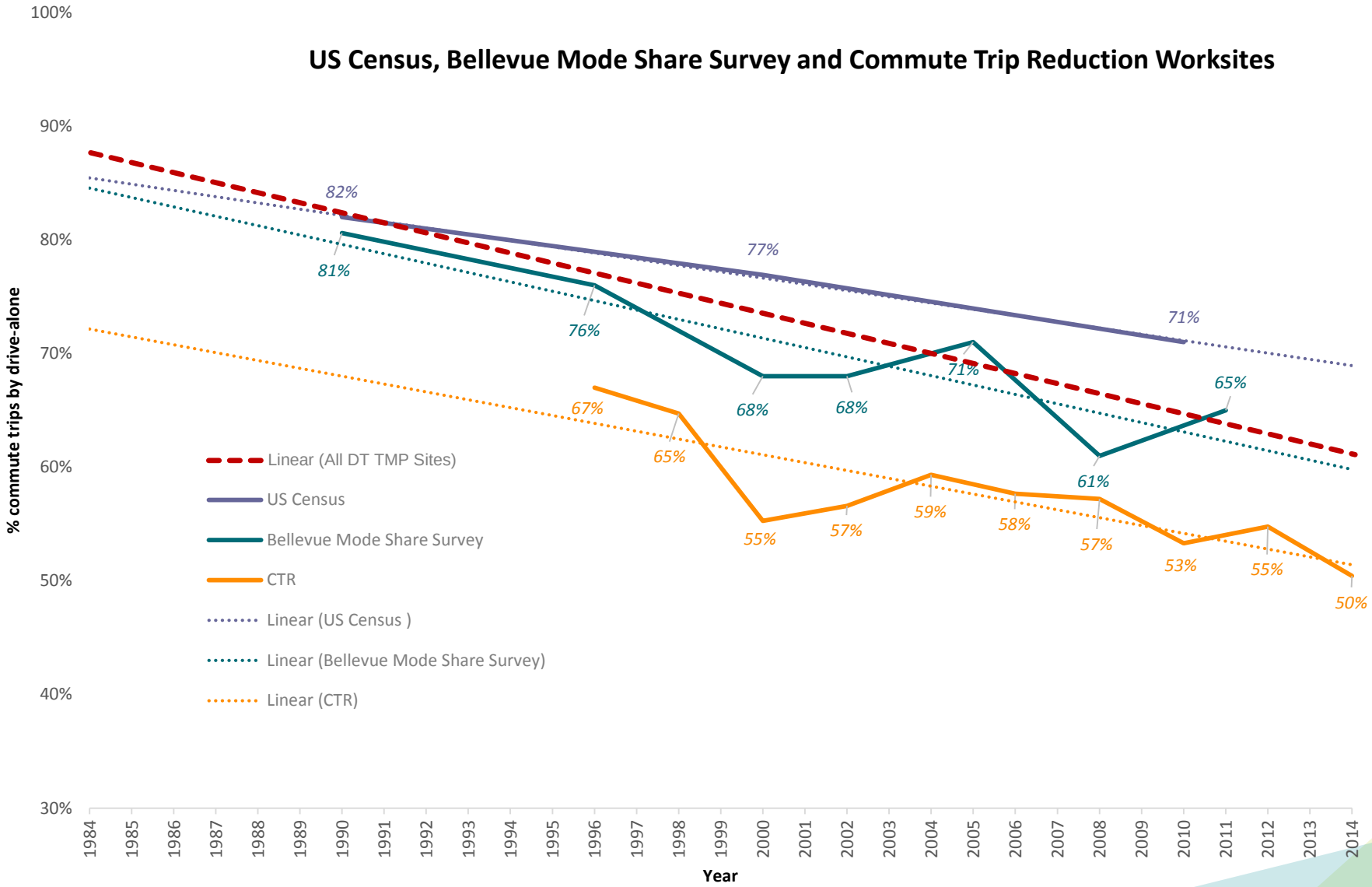

TMP Requirements—Other Cities

1. Programmatic requirements are essentially similar.
2. Performance requirements are more common.
3. Performance requirement (drive-alone rate) nearly always expressed as a *specific target level*, not as a reduction from baseline.
4. Performance evaluated in terms of level of drive-alone at individual sites, no apparent analysis to evaluate overall *effect* of TMPs, contribution to broader city goals.

Potential Alternatives for TMP Revision

Option **1**: No action

Option **2**: Revise code to address elements that are dated, not working.

Option **3**: Revise, expand performance goals

a. Change from % reduction in drive-alone to a specific target level

b. Apply performance goal to a broader range of sites

Option **4**: Flexible “menu of options” approach for implementation measures

Option **5**: Eliminate TMP code provisions

Proposed Next steps

1. Flesh out alternatives for TMP code revisions
   - identify pros, cons, implications of each
2. Develop proposal for public outreach
3. Return to Commission on June 9.

Questions?

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