

Additional Background Information on the TFP Purpose and History

TFP Purpose

By prioritizing transportation improvements for the City over the next twelve years, the TFP serves three important purposes:

1. **Intermediate-Range Planning Tool** - The TFP serves as a bridge between the long-range transportation facility plans in the Comprehensive Plan and the fully-financed transportation sections of the City's Capital Investment Program (CIP) Plan. The current Comprehensive Plan includes long-range plans for Downtown Bellevue, the Bel-Red Subarea; Eastgate; Factoria; Newcastle; and the Comprehensive Transportation Project List. Most recently the Council adopted the Comprehensive Transportation Project List, August 3, 2015. These long-range facility plans are the primary source for improvements included in the preliminary 2019-2030 Transportation Facilities Plan project list.

The CIP contains four transportation related program areas: Roadways, Intersections, Walkways/Bikeways, and Maintenance/Minor Capital. Facility improvement projects included in the transportation program areas of the 7-year CIP are also included in the 12-year TFP.

2. **Environmental Review** - The evaluation of potential environmental impacts is an important component of the City's development review and transportation planning processes. The environmental analysis (usually involving development of an Environmental Impact Statement (EIS)) is prepared for the proposed TFP to document the potential citywide impacts – to traffic, air quality, noise, land use, aesthetics and the natural environment – that could occur if or when 12-year land use growth projections are realized, and the City's transportation network is upgraded per the proposed TFP project list. City staff and developers rely on the environmental review to disclose the cumulative impacts of growth to the environment. It provides a basis for review and approval (or denial) of public and private development applications. The TFP EIS makes it clear that environmental impacts of specific private development proposals and/or transportation facility improvements will be evaluated for compliance with applicable state (SEPA) and federal (NEPA) guidelines at the time of development application or individual project design.
3. **Basis for Impact Fee Program** - The City collects transportation impact fees from developers to partially offset the cost of facilities needed to serve new growth and development. Through the impact fee ordinance (Chapter 22.16 of the Bellevue City Code) the 12-year TFP is designated as the long-term transportation plan for the purpose of identifying facility improvements necessary to meet future development needs. Developers pay a portion of the project costs for the roadway and intersection capacity projects contained within the TFP through the impact fee program.

TFP History

In December 1989, the City Council passed Ordinance No. 4104 directing the City to develop and adopt a transportation funding program by joining public and private sources, including a mechanism to charge and collect transportation impact fees. The impact fees were to provide a portion of the funding for reasonable and necessary transportation system improvements to mitigate the cumulative impacts of growth and development on the transportation system. On July 23, 1990, the City Council adopted Bellevue's first TFP, the 1991–2002 TFP (Resolution No. 5292). That same day Council adopted the City's first Impact Fee Project List and Impact Fee Rate Schedule (Ordinance No. 4161). Subsequently, City Council adopted updated TFPs in 1994 (the 1994–2005 Plan; Resolution No. 5802); 1996 (the 1996–2007 Plan; Resolution No. 6034); 1998 (the 1998–2009 *Interim* TFP; Ordinance No. 5110); 2001 (the 2001–2012 Plan; Ordinance No. 5311); 2004 (the 2004–2015 Plan; Ordinance No. 5524); 2006 (the 2006–2017 Plan; Resolution No. 7482); 2009 (the 2009–2020 Plan, Resolution No. 7896 and subsequent amendment, Resolution No. 7914); 2013 (the 2013–2024 Plan, Resolution No. 8617 and subsequent amendment, Resolution No. 8623) and 2016 (the 2016–2027 Plan, Resolution No. 9032).