

CITY COUNCIL AGENDA TOPIC

Ordinance 1) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT) to accept up to \$311,000 in state Regional Mobility Program grant funding to support the *City of Bellevue Transportation Demand Management (TDM) Program 2025 – 2027* project in state fiscal years 2026 and 2027; and 2) amending the City of Bellevue 2025-2026 Operating Grants, Donations and Special Reserves Fund to increase the appropriation by \$311,000; providing for severability; and establishing an effective date.

Andrew Singelakis, Director, 452-6468

Molly Johnson, Assistant Director, 452-6175

Eric Miller, Implementation Planning Manager, 452-6146

Amanda Mansfield, Transportation Demand Management Program Manager, 452-7917

Mia Waters, Grant Program Manager, 452-4859

Transportation Department

EXECUTIVE SUMMARY**ACTION**

Approval of this Ordinance for the City of Bellevue Transportation Demand Management (TDM) Program 2025 – 2027 project authorizes acceptance of \$311,000 in state Regional Mobility Program funding and executing of the grant agreement (and supplements if necessary) to conduct TDM program activity on this project.

RECOMMENDATION

Move to adopt Ordinance No. 6856

BACKGROUND/ANALYSIS**Definition and Program Overview**

TDM is defined as strategies to reduce demand on the transportation system by decreasing the prevalence of single occupant vehicle trips and increasing the use of transit, carpooling, vanpooling, walking, bicycling, teleworking, flexible work hours, and compressed work weeks. TDM increases the overall efficiency of the transportation system by promoting the movement of people, rather than vehicles. TDM staff works with the traveling public, as well as those who affect the transportation choices of others (such as employers or property managers), to encourage the use of non-drive-alone transportation modes through activities such as marketing, education, assistance, and provision of incentives.

The City has been engaged in TDM measures and activities since the mid-1980s, and TDM has a strong basis in policy support and longstanding practice. TDM plays a supporting role in the City's work to plan and implement a multimodal transportation system. A key program since the early 1990s has been the Commute Trip Reduction (CTR) program, based on state law and City code, and requiring employers with 100 or more employees at a worksite to implement employee commute programs.

Grant Application and Award

In June 2024, Bellevue applied for a \$600,000 WSDOT state funded Regional Mobility grant requesting Transportation Demand Management program funding for two state biennia (2025-27 and 2027-29), for a project entitled “City of Bellevue Transportation Demand Management (TDM) Program.” In May 2025, the Washington State Legislature approved \$311,000 for the project’s first two years. The legislature

will determine whether to grant the second biennium (remaining) funding request of \$289,000 at the close of the 2027 legislative session.

Why is this grant needed?

Bellevue workers, residents, students and visitors face commuting and mobility challenges. Bellevue is a growing city and major employment hub with over 154,000 residents as of 2023 and as of 2022 163,700 workers, with an additional 70,000 jobs and 35,000 housing units expected by 2044. With such sustained growth, the city will need a transportation network that will meet the needs of a growing number of residents and workers.

Currently, over half of Bellevue residents (52.6 percent) commute by non-drive alone modes and 8.3 percent of Bellevue households do not own a car; this is an increase of 42 percent since 2015, reflecting both an increasing propensity toward non-drive-alone modes and need for them to be viable.

Major transportation corridors through Bellevue (I-405, I-90, SR 520) experience high peak-hour congestion. Growth is expected to continue.

TDM strategies to promote the use of transit, walking, biking, ridesharing and teleworking will be essential to help the city retain mobility in the face of job and residential growth, as well as reduce community-wide greenhouse gas emissions by 50 percent by 2030 and 80 percent by 2050, as called for in the city’s Environmental Stewardship Plan.

This grant will provide resources for staffing, materials, incentives, and new vendor services as needed to:

- Promote worksite subsidies/discount products such as ORCA transit passes purchased by employers/property managers for employees, and free rides home from work, offer solutions for employers and property managers seeking to reduce commute trips at their worksites.
- Provide education and assistance to help Bellevue workers, residents, students and tourists comprehend the multitude of available transportation modes—transit, on-demand micro-mobility, carpooling, vanpooling, walking, bicycling, and telework/compressed work week options.
- Promote and provide incentives and rewards for all who use sustainable modes. Incentives and rewards can encourage people to try a new mode when they otherwise would not. In addition, they can help overcome a real or perceived cost barrier of trying a new mode.
- Incorporate marketing and promotion into all plan strategies to raise awareness and encourage uptake of the activity or transportation mode.

- Conduct research activities to better understand the Bellevue market for TDM, explore TDM Program design best practices, and/or analyze data to make best use of funding and be most effective in reducing drive-alone rates.
- Assist schools and school children to implement safer and more sustainable methods of getting to and from school through funding and staffing support for the Bellevue SchoolPool program.

The new Regional Mobility grant's work program will complement existing TDM activities, currently implemented in part with the assistance of trip reduction services vendor Bellevue Downtown Association/Connect Bellevue funded by federal grant funding passed through to the City from King County Metro.

The project aligns with the Bellevue Comprehensive Plan Transportation Element and its 2044 drive-alone mode share targets and implements the 2024-2033 Transportation Demand Management Plan, which identifies goals, objectives, and strategies for progressing toward those targets (43 percent drive-alone for Citywide residents, 53 percent for Citywide workers, and 44 percent for downtown workers).

The City coordinates TDM activities with other transit agencies, cities and WSDOT through regional/statewide forums.

POLICY & FISCAL IMPACTS

Policy Impact

Acceptance of this grant and authorization of the funding agreement with WSDOT is consistent with the following policies in the Transportation Element of the Comprehensive Plan:

- TR-5. Periodically evaluate progress toward mode share targets and adjust programs and activities as needed to achieve them.
- TR-6. Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit service providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address factors such as the following: 1. Parking management; 2. Assistance to facilitate and increase the use of transit, carpooling, vanpooling, active transportation and flexible work schedules; 3. Other transportation demand management program elements, including marketing, outreach and incentives; and 4. Reporting, monitoring and performance evaluation standards.
- TR-8. Encourage employers to reduce peak period commute trips by facilitating employees' use of telework, flexible work hours, compressed work week schedules, and other scheduling options.
- TR-12. Provide outreach and assistance to increase awareness and use of alternatives to driving alone for all types and purposes of trips.
- TR-13. Evaluate and facilitate car-sharing and micromobility-sharing programs.

- TR-15. Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities.
- TR-16. Support the establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of travel demand management.

Fiscal Impact

Executing the state funded grant agreement will provide, on a reimbursable basis, up to \$311,000 (80 percent of the project) in state funding to support the development, coordination and implementation of TDM grant project. The total cost of grant work is estimated at \$388,750; the remaining \$77,750 (20 percent minimum required match for the grant) will be funded by the Transportation General Fund budget in the form of salary support for staff conducting the work. This action will increase the 2025-2026 Operating Grants, Donations and Special Reserves Fund appropriation by \$311,000.

OPTIONS

1. Adopt the Ordinance 1) authorizing execution of a grant agreement (and supplements if necessary) with the Washington State Department of Transportation (WSDOT) to accept up to \$311,000 in state Regional Mobility Program grant funding to support the *City of Bellevue Transportation Demand Management (TDM) Program 2025 – 2027* in state fiscal years 2026 and 2027; and 2) amending the City of Bellevue 2025-2026 Operating Grants, Donations and Special Reserves Fund to increase the appropriation by \$311,000.
2. Do not adopt the Ordinance and provide alternative direction to staff.

ATTACHMENTS

Proposed Ordinance No. 6856

AVAILABLE IN COUNCIL LIBRARY

WSDOT 2025-27 Grant Award Letter

WSDOT Public Transportation Division Grant Agreement (draft)