

## **Attachment A**

### **Additional Background on Commute Trip Reduction Requirements**

#### State Requirements

The 2006 State Commute Trip Reduction (CTR) Efficiency Act, an update of the 1991 CTR Act, requires local governments in the areas of the state experiencing the most freeway congestion to develop and implement plans to help employers reduce single-occupant vehicle commute trips. Employers with more than 100 employees who commute to work between the hours of 6:00 a.m. and 9:00 a.m. are required to develop trip reduction plans to achieve specific trip reduction goals by certain years as specified by the law. In addition, the updated state law incorporates jurisdiction-wide goals and required jurisdictions to work with their regional transportation planning organizations to develop and implement CTR plan updates, and continue the updates every four years.

The City's 2008-2011 CTR Plan Update and revised City ordinance adopting the 2006 state requirements were adopted by Council in March 2008 (Ordinance No. 5795). The most recent 2015-2019 CTR Plan Update, which extended the previous plan to 2019 and updated goals and activities, was adopted by Council in September 2015 (Ordinance No. 6256).

#### City Requirements:

Bellevue's Transportation Development Code includes provisions (BCC 14.60.070) for newly constructed large buildings to implement automobile trip reduction programs directed to tenant employees in order to reduce traffic impacts related to development. Specific requirements for development and implementation of Transportation Management Programs (TMPs) vary according to type of land use and size of building; required measures may include designating a transportation coordinator, posting and distributing transit and ride-sharing information, providing preferential parking for carpools and vanpools, providing financial incentives for commuters, and providing a "guaranteed ride home" program. An additional overlay of requirements (BCC 14.60.080) applies to office buildings in downtown, including performance requirements for a reduction over time in the proportion of commute trips that occur by drive-alone mode.

There are currently 62 buildings City-wide that have TMP conditions on file. Some of the existing agreements predate the adoption of City code requirements for TMPs and were established in conjunction with SEPA environmental review as mitigation for individual development project impacts. A formal code framework for TMP conditions was initially established in the Land Use Code in 1987 (Ordinance Nos. 3747 and 3792); updated requirements were adopted as an element of the Transportation Development Code in 1995 (Ordinance No. 4822). Also included in this overall count of TMP-affected buildings are several buildings for which conditions relating to mitigation of transportation or parking impacts were imposed at the time of initial development that are not specifically linked to SEPA or City TMP code requirements. These conditions require activities essentially similar to TMPs and can be effectively monitored through the TMP monitoring process.

The city currently has a process underway to review code requirements for TMPs. The Transportation Commission will consider proposed revisions at their meeting on September 14 and may recommend the revisions to the Council following a public hearing. The revisions, if

adopted, will apply to new development and will not directly affect existing TMP agreements nor the need to do ongoing support and monitoring of TMP activities at affected buildings.

The Bellevue Downtown Association, through its TransManage transportation service, assists 15 office buildings, located in downtown and Eastgate, with implementation of their TMPs.

On December 5, 2016, Council approved Ordinance No. 6333 adopting the 2017-2018 budget, which included resources to continue monitoring of TMP conditions at buildings throughout the City.

Locally, the Cities of Issaquah, Kirkland, Redmond and Seattle have requirements for TMPs at large developments.