

City of
Bellevue



Transportation Commission Study Session

DATE: September 3, 2020

TO: Chair Leitner and Members of the Transportation Commission

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SUBJECT: Transportation Facilities Plan Update

DIRECTION REQUESTED *SELECT AN OPTION FROM CHOICES BELOW WITH AN X.*

Action (Future)

Discussion/Direction

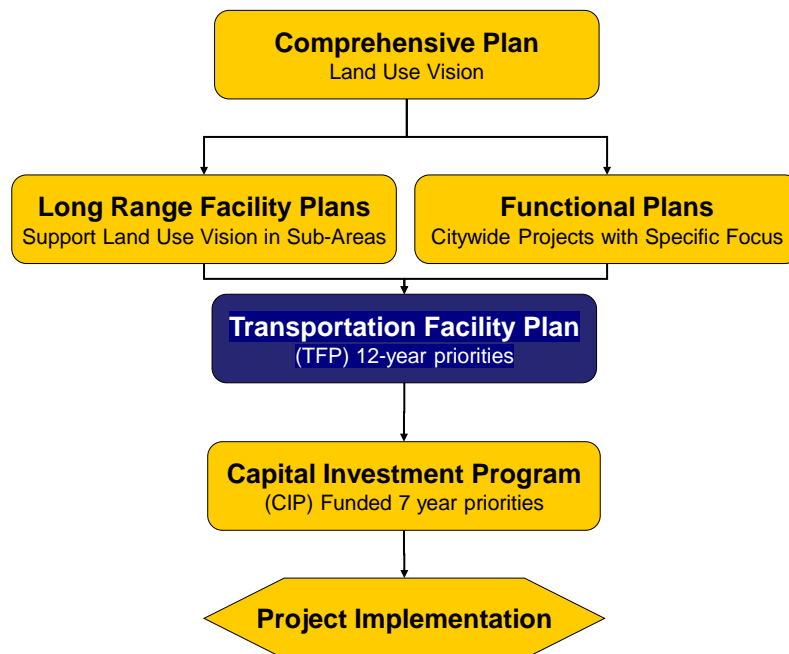
Information

On September 10, staff will outline for the Transportation Commission the proposed process to update the city's Transportation Facilities Plan (TFP). Staff will present and describe a preliminary update timeline with indication of key process components, including Commission roles and decision points. Development of the 2022-2033 TFP will be informed by the anticipated shift from an automobile-centered framework to a multimodal framework in the City's system for describing and evaluating transportation system performance and setting impact fees for new land use development.

BACKGROUND

The Transportation Facilities Plan (TFP) is required and adopted pursuant to the Bellevue City Code ([Title 22, Development Code](#)). The TFP serves as the City's 12-year, or intermediate-range, transportation capital facility planning document. It includes a listing of projects balanced to projected revenue over the 12-year plan period. The TFP functions as a bridge between the long-range facility plans and modal plans (e.g. Downtown Transportation Plan, Bel-Red Corridor Plan, Eastgate/I-90 Plan, Pedestrian and Bicycle Transportation Plan, Transit Master Plan) and

the funded projects in the adopted Capital Investment Program (CIP) Plan (see diagram on next page). The TFP provides the first level of citywide prioritization of transportation facility projects recommended by the long-range transportation studies.



The TFP serves two other key functions. First, the roadway and intersection capacity projects adopted in the TFP form the basis for the City’s current Transportation Impact Fee program. Impact fees are charged to new land use development projects to pay for a portion of the costs of roadway and intersection capacity needed to serve the traffic growth associated with the new development. Development of the 2022-2033 TFP will be informed by the anticipated shift from an automobile-centered framework to a multimodal framework in the City’s system for describing and evaluating transportation system performance and setting impact fees for new land use development.

Second, an environmental review is conducted in conjunction with each TFP update. The TFP environmental review considers potential cumulative impacts to the citywide transportation system and other elements of our environment that may occur when 12 years of projected land use growth occurs and the projects identified in the TFP are implemented. Development review staff in both the Transportation and the Development Services Departments rely on the TFP environmental review for their review of individual public and private development applications.

Bellevue’s TFP is a “financially constrained” plan. This means that the identified cost of projects in the TFP must be balanced with the amount of transportation revenue the City forecasts will be available over the 12-year plan period.

The Bellevue City Code ([Section 22.16.050](#)) requires that the Transportation Commission present an update of the TFP to the City Council for approval and adoption every two years. The Commission’s role has typically included providing input on TFP candidate project identification,

project evaluation criteria, and specific project prioritization. The Transportation Commission also solicits and considers public input on the TFP update before ultimately developing a TFP update recommendation for transmission to the City Council.

As indicated above, the new 2022-2033 TFP will accommodate anticipated updates to the city's system for measuring transportation performance and ensuring the transportation system can adequately support demand associated with new land use development (multimodal concurrency). Broadly, these anticipated changes include:

- Framing the goal for transportation performance in terms of completeness of the “system” (as determined for a particular future horizon year).
- Ensuring that progress in building out the (multimodal) transportation system keeps pace with new land use development (concurrency).
- Broadening the range of projects that can be supported using impact fee revenue (collected from new development) to include not only roadway and intersection projects that facilitate vehicular movement but also projects that focus on transit access and mobility, pedestrian accommodation and bicycle network expansion. The (forthcoming) Mobility Implementation Plan may recommend expanding the transportation impact fee program. It is expected the city may consider expanding the impact fee program after the adoption of the 2022-2033 TFP.

The [current 2019-2030 TFP](#) was adopted by the City Council in July 2019, concluding a process that began in September 2017. This update process is being planned to result in the adoption of a 2022-2033 TFP in December 2021. The proposed timeline will allow the TFP to synchronize with other initiatives the city will be pursuing, including the new Mobility Implementation Plan.

NEXT STEPS

Prior to the meeting on the 10th, please take a few minutes to review the 2019-2030 Transportation Facilities Plan document, which is attached to this memo (with added project update/status information) and a draft timeline for the 2022-2033 TFP process.

If you have questions or need additional information prior to the meeting, please contact Michael Ingram at (425) 452-4166 or email mingram@bellevuewa.gov or Kristi Oosterveen at (425-452-4496) or email koosterveen@bellevuewa.gov.

ATTACHMENTS

1. 2019-2030 TFP with project updates
2. 2022-2033 TFP Update Timeline—DRAFT