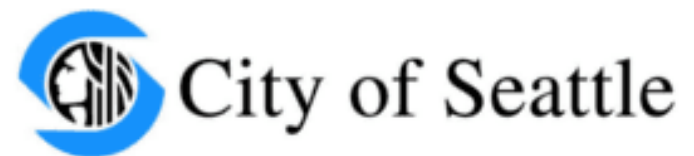


Transportation Impact Fees



Presented to:
Sustainability & Transportation Committee
March 2018



What Are Transportation Impact Fees?

- **One time charges** paid by new development
- Authorized by the **1990 GMA** as a funding source for transportation improvements
- Funds improvements that **add capacity** to the transportation network
- Transportation impact fees can only be used to fund facilities that serve new growth, **not for existing deficiencies**

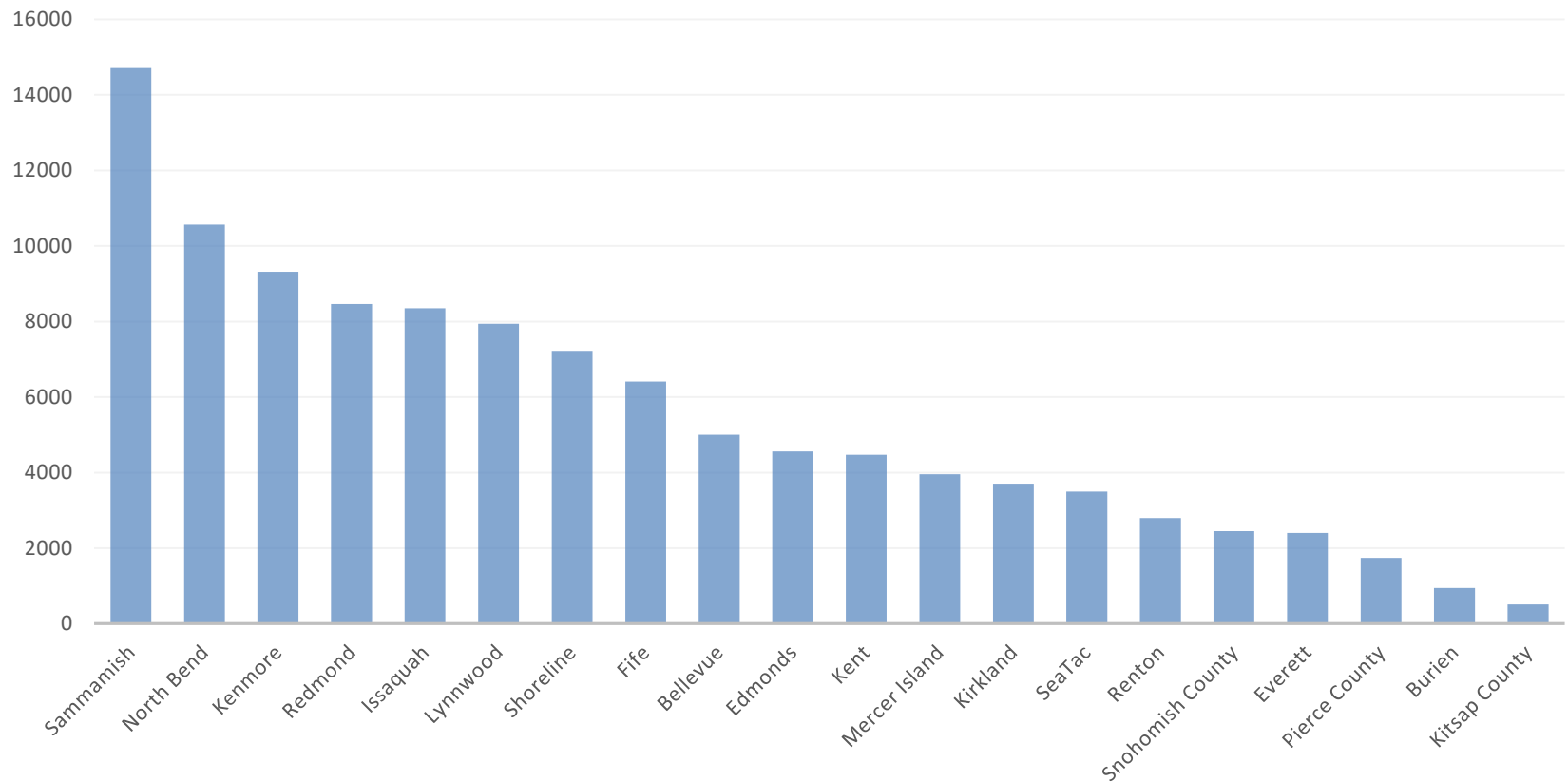


What Are Transportation Impact Fees?

- Must be used **within 10 years** on **public streets and roads**
- Projects must be in the **capital facilities element** of a comprehensive plan
- Some communities have begun funding more **multimodal projects** with transportation impact fees
- **Alternative to SEPA mitigation** for 'system improvements'



Most urban jurisdictions have them, but rates vary widely

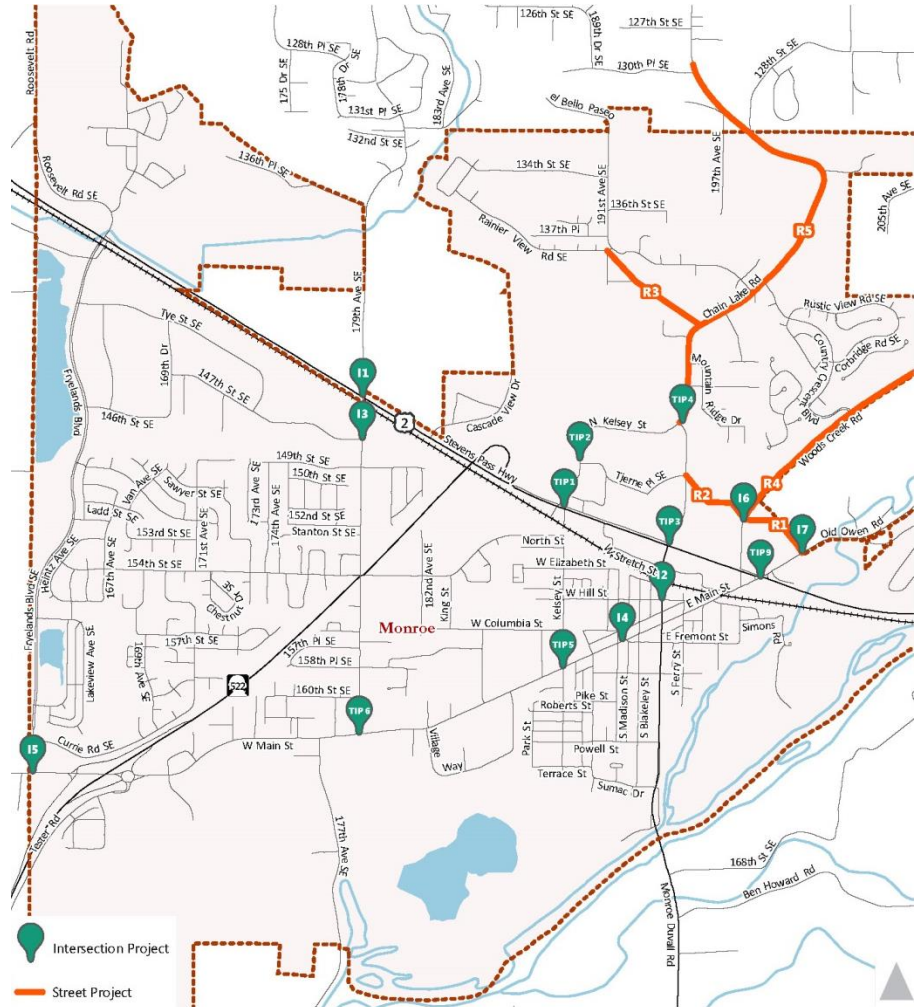


Basic Example: Monroe's Transportation Impact Fee Program



Review of City Projects

- Eligible projects identified by reviewing:
 - City's 2015-2020 Transportation Impact Program (TIP)
 - April 2015 draft of the Comprehensive Plan Transportation Element
- Projects were separated into categories:
 1. Base List
 2. Contingency
 3. Recently Completed



Eligible Projects

Base
Total = \$18.1M

<i>Location</i>	<i>Description</i>	<i>Estimated Cost</i>
US 2 / 179th Avenue SE	Add northbound right-turn pocket	\$1,000,000
S Lewis Street / Hill Street	Install traffic signal	\$500,000
179th Avenue SE / 147th Street SE	Install traffic signal	\$387,000
Main Street Gateway project	Street improvements	\$387,000
Woods Creek Road / Tjerne Place Ext	Install traffic signal	\$387,000
Tjerne Place extension	Extend Tjerne Place SE from Chain Lake Road to Woods Creek Road at Oaks Street	\$4,091,000
Woods Creek Road, Phase 1	Install pedestrian/bike trail with curb/gutter and drainage system	\$2,130,000
Chain Lake Road, Phase 2	Widen to 3-lane roadway section with curb, gutter, and sidewalk	\$9,256,000

Contingency
Total = \$8.6M

<i>Location</i>	<i>Description</i>	<i>Estimated Cost</i>
Main Street Gateway	Street improvements	\$1,000,000
Fryelands Boulevard / Main Street	New Signal or Roundabout	\$984,000
Old Owen Road/Oaks Street	New Signal	\$387,000
Oak Street	Widening and Realignment	\$1,215,000
North Kelsey Area	New east/west connecting lane	\$5,032,000

Note: The Main Street Gateway project will be on the Base or Contingency list, depending on project cost

Completed Projects

Total = \$9.1M

<i>Location</i>	<i>Description</i>	<i>Estimated Cost</i>
US2/ Kelsey	Construct a second eastbound left turn lane	\$1,800,000
Kelsey/ Tjerne Place	Install traffic signal	\$600,000
US 2/ Chain Lake	Install 2nd SB lane from Tjerne Place to US 2 and right-turn only lanes on US 2 for both EB and WB traffic at Chain Lake Road	\$3,200,000
Chain Lake Rd/Kelsey Intersection	Construct a Roundabout	\$1,675,000
Kelsey/Main	Install traffic signal	\$700,000
179th/Main	Install traffic signal	\$530,000
US 2/ Main Street/ Old Owen	Add right turn lane from eastbound Main onto US 2	\$600,000

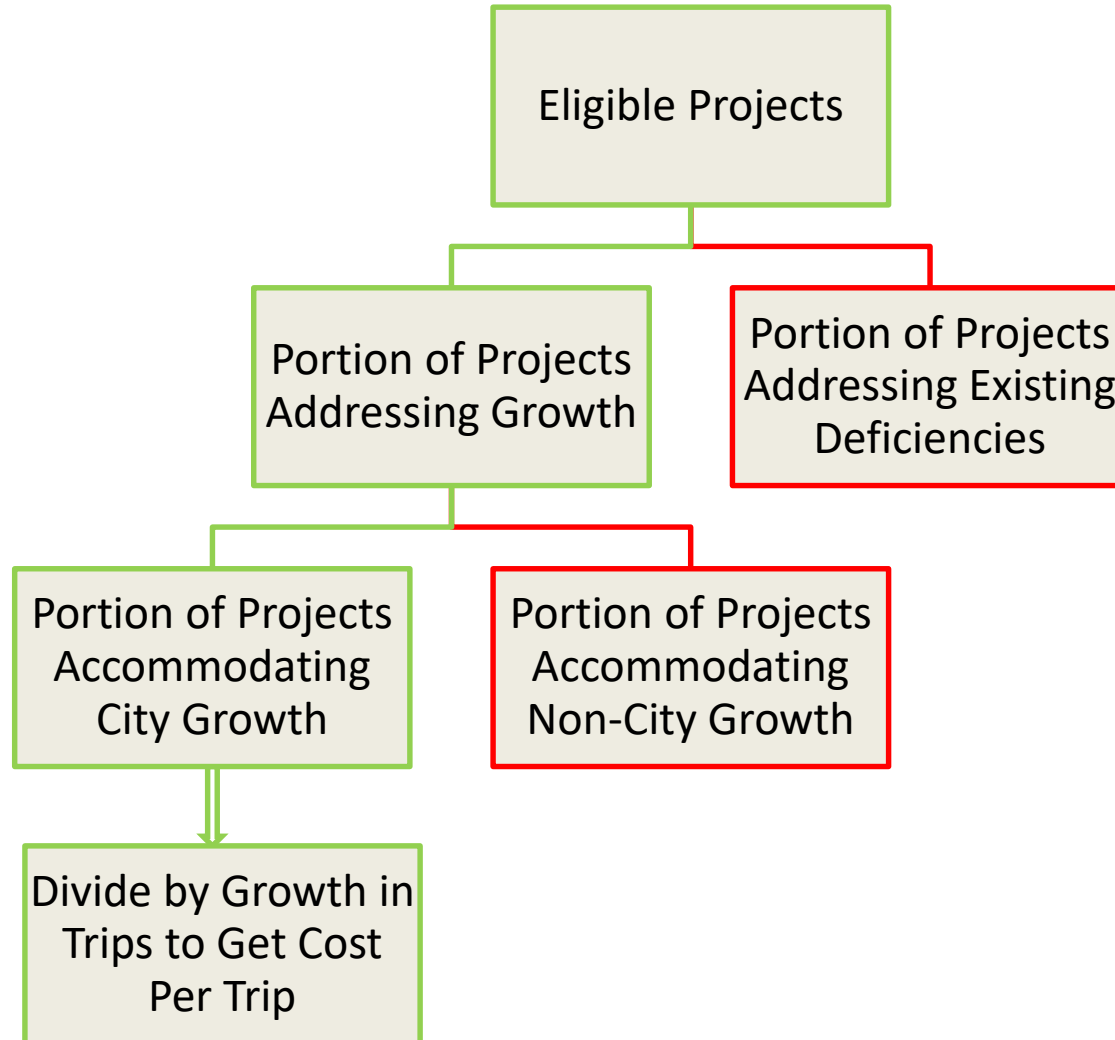
Three Ways to Structure the Program

<i>Program Structure</i>	<i>Cost of Eligible Projects</i>
Base Projects	\$18.1M
Contingency and Base Projects	\$26.4M
Completed, Contingency, and Base Projects	\$35.5M

In addition, TIF projects can fund administrative costs – 1-3% of project costs typical.
In this case, it would be an additional \$350,000-\$1.05M

The above costs are not equal to the revenue that the impact fee program could generate, as impact fees can only pay for a portion of the total project costs

Cost Allocation Methodology



Potential Rates and Revenues

- Potential rates (cost per PM peak hour trip) for each of the three categories:

<i>Program Structure</i>	<i>Cost Per Trip</i>
Base Projects	\$2,093
Contingency and Base Projects	\$3,380
Completed, Contingency, and Base Projects	\$3,449

- Assuming development pay according to fee schedule, approximately \$15M would be generated over the next 20 years

Shifting our focus to Seattle...



What We've Heard in 2015-16

- Program should be structured to fund projects that align with **Seattle's values**
- **Needs are great**, so no need to fund projects with questionable eligibility
- Still, there is a high interest in funding **innovative projects** (e.g. off-board fare payment; greenways)



Guidance for Program Structure in 2015-16

- Multimodal Program:
Build around **Move Seattle** and **modal networks**
- Tie to City's new **Mode Share** level of service



Pedestrian Master Plan

Puget Sound

Lake Washington

Legend

Tier 1 Along the Roadway Score in High Priority Areas

0 0.5 1 Miles

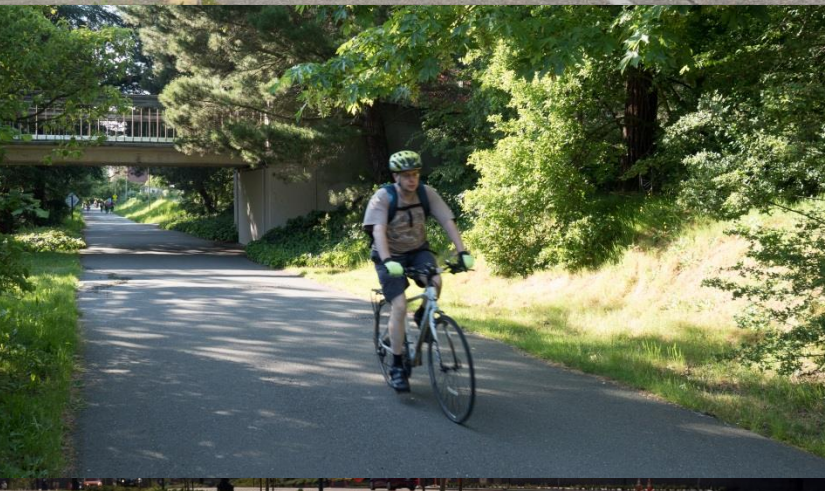
Puget Sound

Lake Washington

Legend

Tier 1 Crossing the Roadway Score in High Priority Areas

0 0.5 1 Miles



Map 4-10: Recommended All Ages and Abilities Bicycle Network

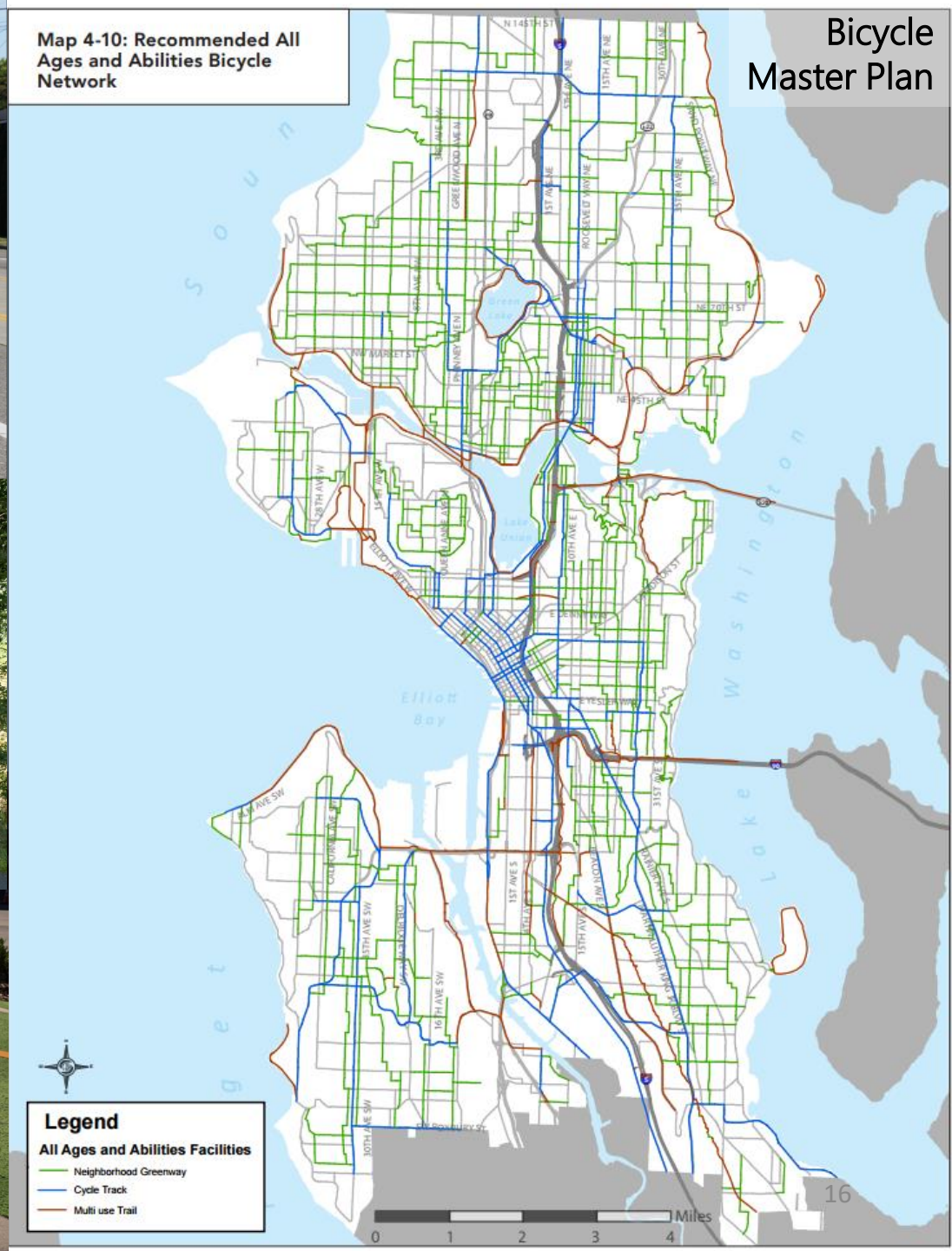
Legend

All Ages and Abilities Facilities

- Neighborhood Greenway
- Cycle Track
- Multi use Trail



0 1 2 3 4 Miles



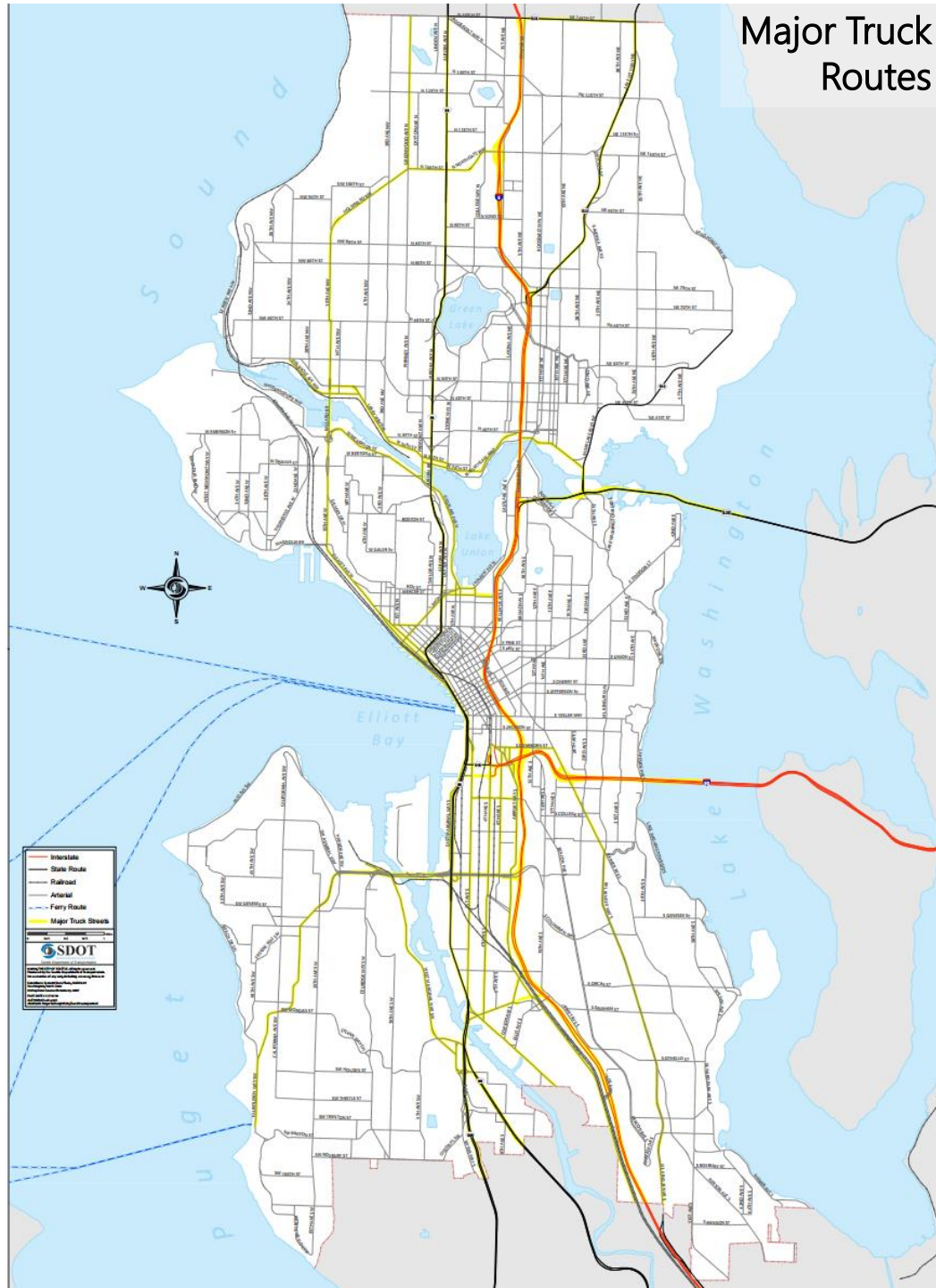
Existing and Planned Services

- Existing RapidRide Corridors
- Future RapidRide Corridors
- Priority Bus Corridors
- Seattle Streetcar
- Link Light Rail (Funded ST2)
- Desired Link Infill Stations

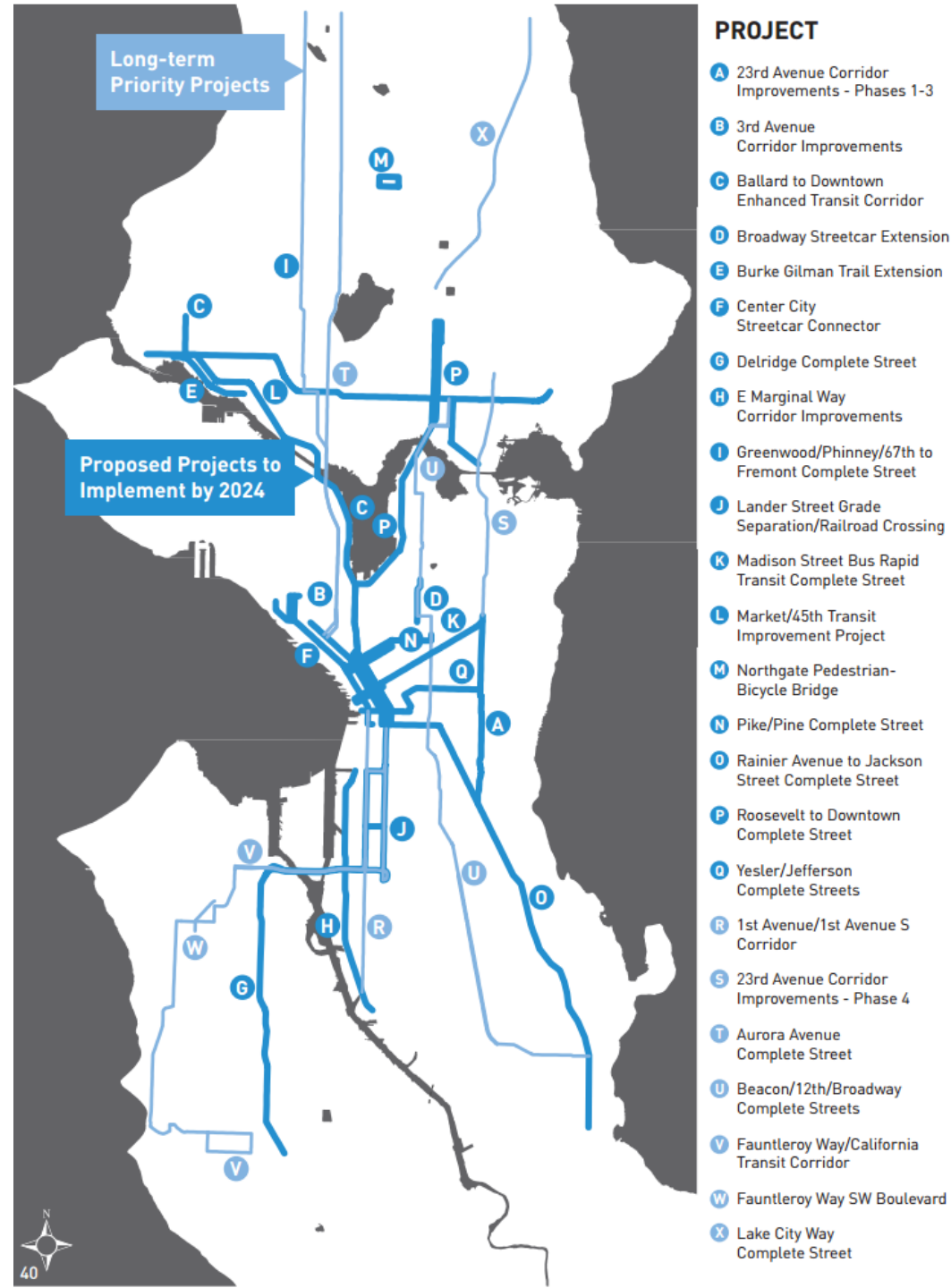
Transit Master Plan

Map showing existing and planned transit services in Seattle and King County, including RapidRide corridors, Priority Bus Corridors, Seattle Streetcar, Link Light Rail (Funded ST2), and Desired Link Infill Stations. The map also shows major highways (I-5, SR-520, SR-99) and geographical features like Elliott Bay and Lake Washington.

Major Truck Routes

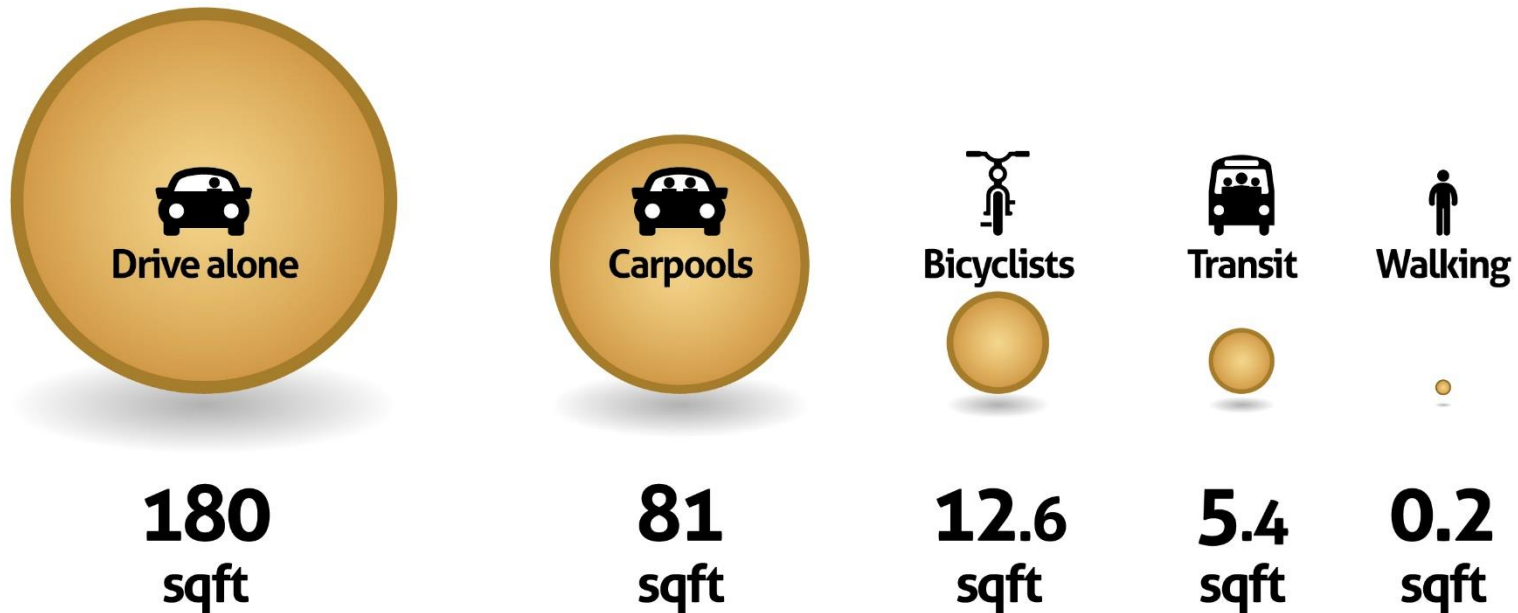


Move Seattle

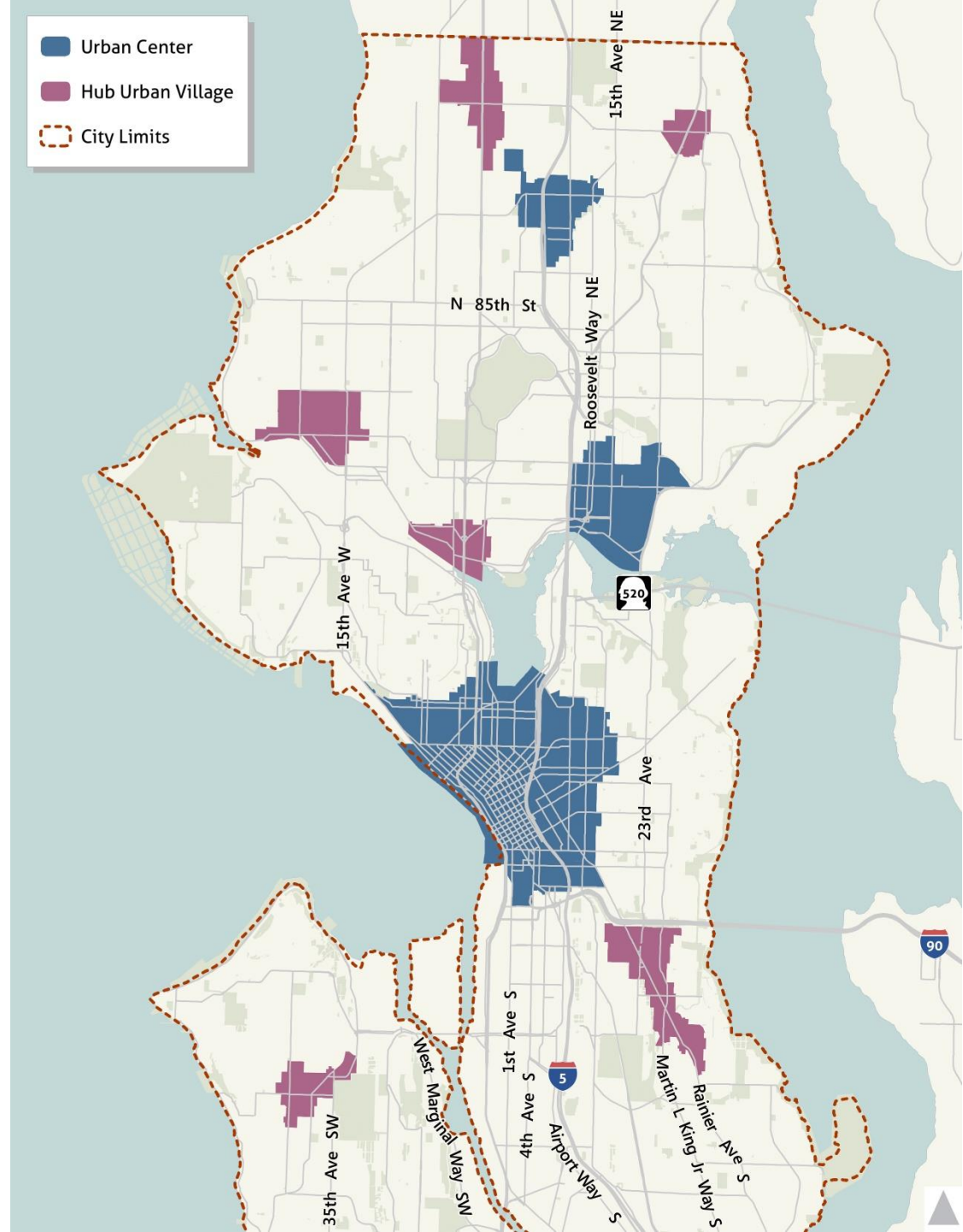


Mode Share LOS

Relative footprint of a person trip by mode



- Fees could vary by area of the city in recognition of how transportation impacts are different
- Urban Centers and Hub Urban Villages generate fewer auto trips, given great densities and transit availability



Comparing Seattle with Peer Cities

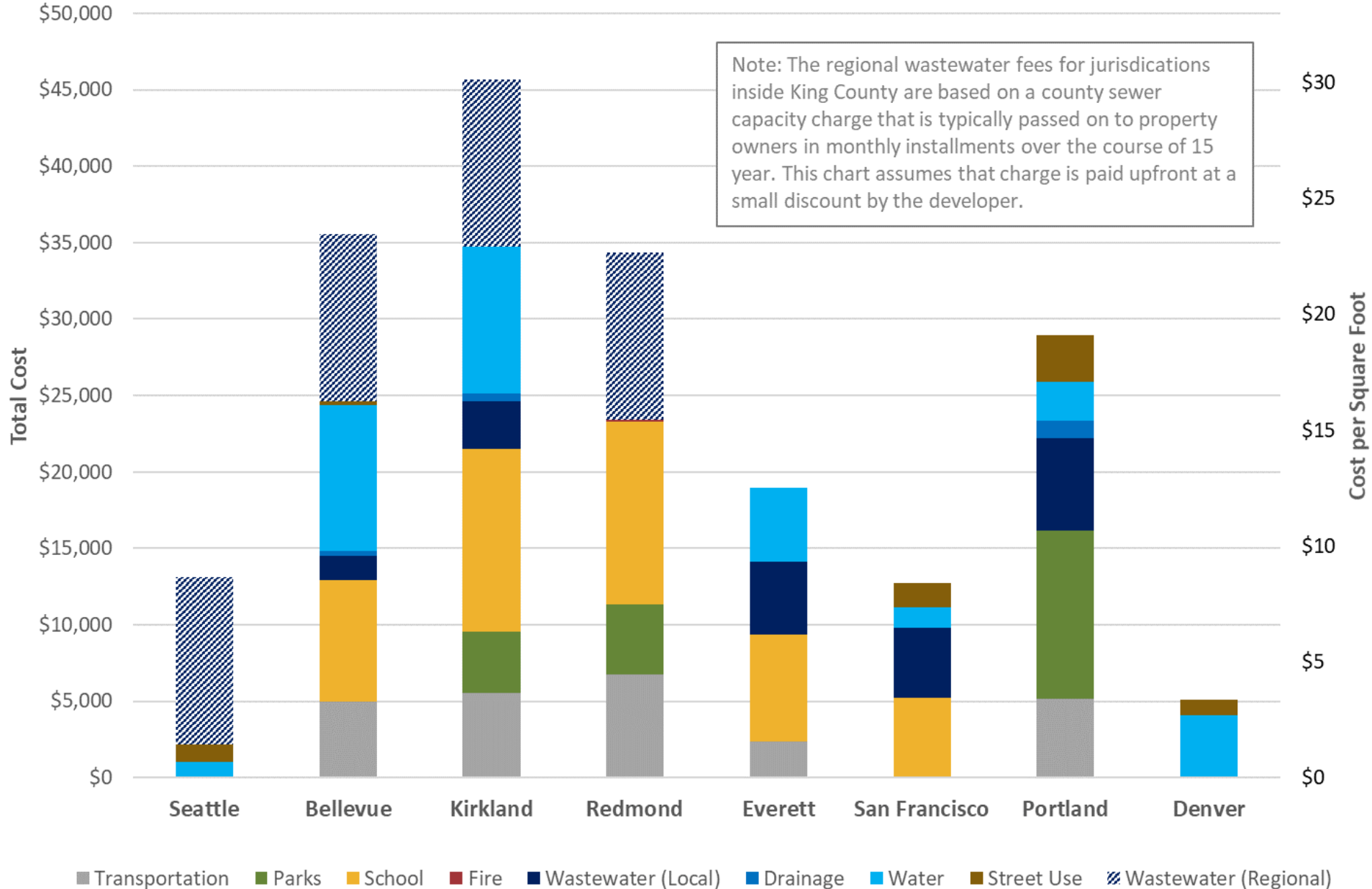


System Improvement Fee Cost Comparison

- Comparison of cumulative cost burden associated with system improvement fees
 - Impact fees (transportation, schools, parks, fire, etc.)
 - Water connection charges
 - Sewer capacity charges
 - Street use
 - Child care
 - Affordable housing requirements
- Three development types:
 - Single family home
 - Multi-family (100 units)
 - Office (200,000 sq ft)

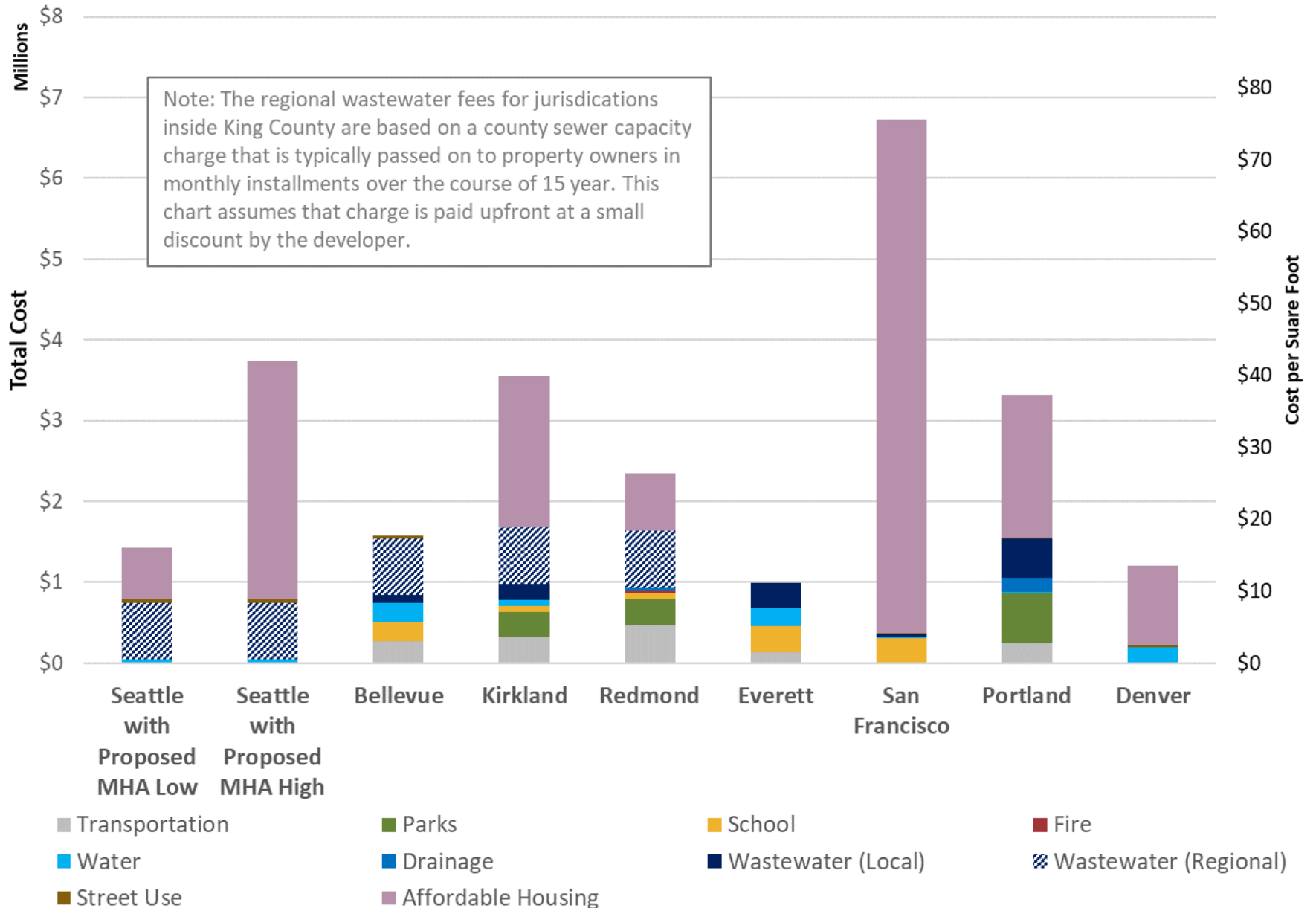
Single Family - System Improvement Cost Comparison

(1,500 square feet, excludes permit fees)



Multi-Family - System Improvement Cost Comparison

(100 dwelling unit outside of Downtown, excludes permit fees)



Office Building - System Improvement Cost Comparison

(200,000 square feet, located downtown, excludes permit fees)

