

Transportation Impact Fees – Comprehensive Plan Amendments

Sustainability and Transportation Committee | March 19, 2019

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Legislative History

- November 2014 – Council amends the Mayor’s Proposed 2015 Budget to appropriate \$300,000 for development of an impact fee program.
- April 2015 – The Mayor’s Office, Budget Office, DPD, SDOT, and Parks present a work program and preliminary recommendation for developing an impact fee program:
 - Pursue an impact fee program for parks and transportation,
 - Explore the possibility of an impact fee program for schools in cooperation with SSD, and
 - Do not pursue an impact fee program for fire facilities.
- August 2017 – Council docket 2018 consideration of Comprehensive Plan amendments for an impact fee program.
- October 2018 – Council prepares a bill amending the Comprehensive Plan to authorize implementation of a transportation Impact fee program and issues a State Environmental Policy Act Determination of Non-significance (DNS)
- November 2018 – DNS is appealed to the City Hearing Examiner

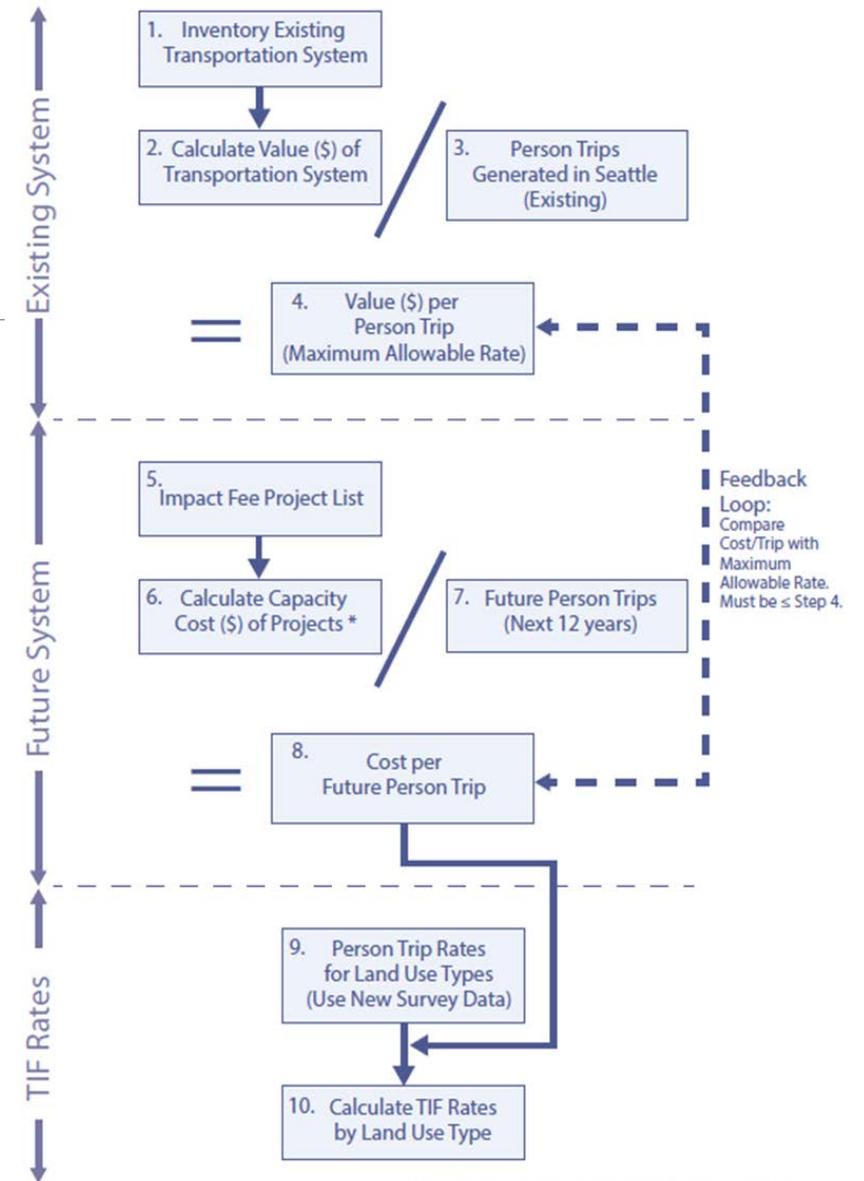
Impact Fee Requirements - RCW 82.02.050

(5)(a) Impact fees may be collected and spent only for the public facilities defined in RCW [82.02.090](#) [Transportation, Parks, School and Fire Facilities] which are addressed by a capital facilities plan element of a comprehensive land use plan adopted pursuant to the provisions of RCW [36.70A.070](#) ...continued authorization to collect and expend impact fees is contingent on the county, city, or town adopting or revising a comprehensive plan in compliance with RCW [36.70A.070](#), and on the capital facilities plan identifying:

- (i) Deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time;
- (ii) Additional demands placed on existing public facilities by new development; and
- (iii) Additional public facility improvements required to serve new development.

Deficiencies – Existing System Value Approach

- Methodology for determining deficiencies used by Portland and Oakland.
- Steps:
 1. Determine existing system value per person trip by calculating the replacement value of the existing transportation network and dividing that by the number of current PM peak hour trips. Impact fees cannot exceed this rate.
 2. Determine cost of capacity improvements per person trip by dividing the total cost of impact fee-eligible improvements by forecast trip growth.



Source: Fehr and Peers

* Subtract any previously committed revenue sources

Additional Public Facility Improvements Required by New Development – The Project List

Sources for Projects:

- Current CIP Projects – projects currently in the adopted Capital Improvement Program that are partially funded by Move Seattle levy revenue.
- Modal Plan Implementation – projects identified in, or informed by implementation of, modal plans, i.e. the Bike Master Plan, Pedestrian Master Plan, and the Freight Master Plan.
- Move Seattle Vision Projects – projects identified through the Move Seattle levy planning process that are not funded by the current levy.

The Project List – Current CIP Projects

Current CIP Projects	
Northgate-Ballard-Downtown Transit Improvements	This project will design and construct transit speed and reliability improvements and upgraded bus stop passenger facilities. Improvements to the route, which connects Downtown, South Lake Union, Fremont, Ballard, and Northgate, will support conversion to RapidRide service by partner agency King County Metro.
Delridge Complete Street	This project improves traffic operation for all modes. The project will add transit lanes and improve transit speed and reliability. It includes protected bike lanes, sidewalk improvements, and amenities for walkers and transit riders along the corridor. It will streamline traffic operations and improve multimodal connections between transit, freight, pedestrians, and general-purpose vehicles.
Madison Street Bus Rapid Transit	This project will include multimodal improvements in the Madison corridor between Alaskan Way and Martin Luther King Jr. Way, connecting the Central Area with the First Hill, Downtown, and Waterfront neighborhoods.
Market / 45th Transit Improvement Project	This project enhances transit speed and reliability on one of the city’s primary east-west corridors and most chronically congested routes. The project adds intelligent transportation systems such as transit signal priority to improve bus travel times. It installs upgrades to transit stops and offers other rider amenities and enhances connections to northwest Seattle as well as the Ballard-Interbay Manufacturing Industrial Center.
Rainier / Jackson Complete Street	This project enhances transit speed and reliability. The project will upgrade bus stops and add transit signal priority at intersections and improve facilities for people who walk along the corridor.
Roosevelt to Downtown Complete Street	This project will develop and implement a range of transit and street improvements in the Eastlake Avenue corridor connecting the University District, Eastlake and South Lake Union neighborhoods between Downtown and the Roosevelt Link LRT station area.
Graham Street Station	This project funds part of the City’s portion of an infill light rail station on the Sound Transit Central Link line within the Martin Luther King Jr. Way South at South Graham Street rights-of-way, between the existing Columbia City and Othello Stations. The station would be in the northern portion of the MLK at Holly St Residential Urban Village.
Accessible Mt Baker	This project will implement pedestrian and bicycle capacity improvements identified in the Accessible Mt. Baker plan.
E Marginal Way Heavy Haul Network Improvements	This project supports freight mobility by funding roadway improvements on the Heavy Haul Network to meet the needs of freight transported on our streets between Port facilities, rail yards, and industrial businesses.

The Project List – Modal Plan Implementation

Modal Plan Implementation	
Bike Master Plan Implementation	This ongoing program implements the Seattle Bicycle Master Plan. Typical improvements may include installing bike lanes and sharrows, bicycle route signing, completing key links in the urban trails network, adding bicycle/pedestrian signals to complete the network, and reconstructing key sections of the trails within existing rights-of-way and converted rail corridors. This program includes funding for street improvement and trail construction and is consistent with the focus in the City's Transportation Strategic Plan (TSP) on encouraging walking and biking.
Pedestrian Master Plan Implementation	This ongoing program implements the Pedestrian Master Plan. Typical improvements may include the installation of new marked crosswalks, sidewalks, curb bulbs, pedestrian signals, curb ramps, and pedestrian lighting. The goals of the program are to make Seattle a more walkable city for all through equity in public engagement, service delivery, accessibility, and capital investments.
Freight Master Plan Implementation	This ongoing program includes small scale mobility improvements to the City's street system to improve connections between Port facilities, railroad intermodal yards, industrial businesses, the regional highway system, and the first and last miles in the supply chain. Project types include turning radius adjustments, channelization changes, left-turn improvements, and signage to direct freight to destinations and alert drivers to steep grades or sharp turns.

The Project List – Move Seattle Vision Projects

Move Seattle Vision Projects	
Greenwood Phinney, 67th to Fremont Complete Street	This project expands on a transit-oriented corridor to improve safety and traffic operations for all modes by upgrading existing sidewalks and adding new sidewalks to fill numerous gaps in pedestrian connectivity; improving transit speed and reliability; and building transit station upgrades.
Pike/Pine Complete Street	This project continues the “Pike/Pine Renaissance,” a rebirth of one of the city’s primary historic and cultural centers by adding protected bike lanes, transit amenities, and improvements to the pedestrian realm; improving transit speed and reliability and increasing efficiency for all modes.
Yesler/Jefferson Complete Streets	This project will complete the trolley (bus) system along a key transit corridor and reroute several high-ridership routes to improve traffic efficiency. This project also improves stops and stations and operational improvements for buses and incorporates protected bike lanes.
1st/1st Av S Corridor	This project improves operating efficiency and safety for all modes by adding extensive intelligent transportation systems including traffic cameras, vehicle detection, and traffic responsive signals; improving freight flow on a key Port of Seattle and Duwamish industrial district route; and upgrading existing sidewalks and adding pedestrian crossings.
23rd Av - Phase 4	This project extends improvements within Phases 1-3, the Phase 4 project reconstructs 23rd Ave to a consistent 3-lane cross-section throughout the corridor. This includes redesigned intersections and allows for wider cross-sections at areas with unique traffic demands and promotes safe and efficient operations for all modes, emphasizing safe traffic interactions for people who bike and walk.
Aurora Avenue Complete Street	This project redesigns a major transit and freight arterial with a strong focus on safety, access, and transit operations.
Beacon/12th/Broadway Complete Streets	This project updates obsolete infrastructure and roadway designs to provide smooth and integrated traffic flow for all modes. This includes capacity upgrades, bicycle facilities and sidewalk improvements, and improvements to transit services with features like queue jump or transit-only lanes, bus bulbs, and rider amenities.
Fauntleroy Way/California Transit Corridor	This project enhances transit services and rider amenities along one of West Seattle’s primary transit corridors.
Lake City Way Complete Street	This project reinvents an obsolete street design to enhance transit efficiency, non-motorized access, and safety for all modes. The project installs traffic-adaptive signalization and transit signal priority to improve traffic flow, adds sidewalks and bus stops for transit users and people who walk along the corridor, and redesigns intersections, driveways, and pedestrian crossings to maximize safety for vulnerable users.

Next Steps

- Public hearing on Comprehensive Plan amendments, March 19, 2019.
- Hearing Examiner appeal hearing, June 2019.
- Further development of a transportation impact fee program including, development of a fee schedule, policy decisions about whether partial credits for fees should apply based on planning geography, etc... Q2 2019.
- Potential Council action to implement a program, Q3 2019.
- Modifications to the project list would be made by future amendments to the Comprehensive Plan.