

ATTACHMENT 2: Amendments to the Transportation Appendix

Transportation Impact Fees

A transportation impact fee program partially addresses service needs by helping to fund capacity improvements to existing facilities and new capital projects. The program identifies projects needed to address demands on the transportation network associated with growth and new development. In determining existing deficiencies the City utilizes a methodology based on a quantification of the value of the existing transportation system.

Existing System Value Methodology

The existing system value methodology establishes a maximum allowable impact fee rate. This is a method of determining existing deficiencies which establishes that the City cannot charge an impact fee rate that exceeds the value of the system that exists today.

First, the existing value of the transportation system is calculated using both the value of existing infrastructure and land in the right-of-way. This value is then divided by the number of current PM peak hour person trips to establish a current value per person trip. An impact fee rate cannot exceed this value.

Next, the total cost of impact-fee eligible capacity improvements are calculated based on a list of projects required to serve new development. That total amount is then divided by the number of new person trips forecast over a twelve-year period, the timeframe for improvements listed in the impact fee program, to establish the cost per person trip of needed capacity improvements. Impact fee rates by land use are calculated based on that cost.

Facility Improvements to Serve New Development

The City has identified multiple projects serving all modes that are needed to address demands on the transportation network. The projects are drawn from multiple sources, including the City's modal plans, and are intended collectively to improve the performance and efficiency of the transportation network. Projects are listed in Transportation Appendix A-18 and most project locations are shown on Transportation Appendix A-19. Projects included in the list are eligible for expenditures using revenue from the transportation impact fee program.

Transportation Appendix Figure A-18

Impact Fee Eligible Projects

<u>Project</u>
1. <u>Northgate-Ballard-Downtown Transit Improvements</u>
2. <u>Madison Street Bus Rapid Transit</u>
3. <u>Market / 45th Transit Improvement Project</u>
4. <u>Rainier / Jackson Complete Street</u>
5. <u>Roosevelt to Downtown Complete Street</u>
6. <u>Accessible Mt Baker</u>
7. <u>E Marginal Way Heavy Haul Network Improvements</u>
8. <u>Bike Master Plan (BMP) Implementation</u>
9. <u>Pedestrian Master Plan Implementation</u>
10. <u>Freight Spot improvement</u>
11. <u>Greenwood Phinney, 67th to Fremont Complete Street</u>
12. <u>Yesler/Jefferson Complete Streets</u>
13. <u>1st/1st Av S Corridor</u>
14. <u>23rd Av - Phase 4</u>
15. <u>Aurora Avenue Complete Street</u>
16. <u>Beacon/12th/Broadway Complete Streets</u>
17. <u>Fauntleroy Way/California Transit Corridor</u>
18. <u>Lake City Way Complete Street</u>
19. <u>15th Avenue West Spot Improvements</u>
20. <u>West Galer Street Interchange</u>
21. <u>South Massachusetts Street Truck Improvements</u>
22. <u>6th Avenue at I-5 Mobility Improvements</u>

23. <u>Intersection Improvements at 4th Avenue North, Westlake Avenue North, Dexter Avenue North and Nickerson Street</u>
24. <u>BINMIC Truck Route Improvements</u>
25. <u>6th Avenue South Modal Improvements</u>

Transportation Appendix Figure A-19

Impact Fee Eligible Projects Map

