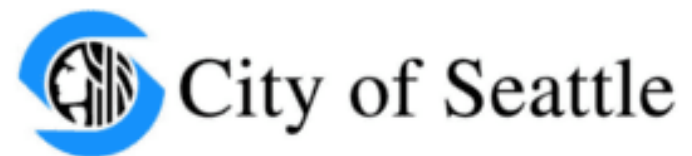


Transportation Impact Fees



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**

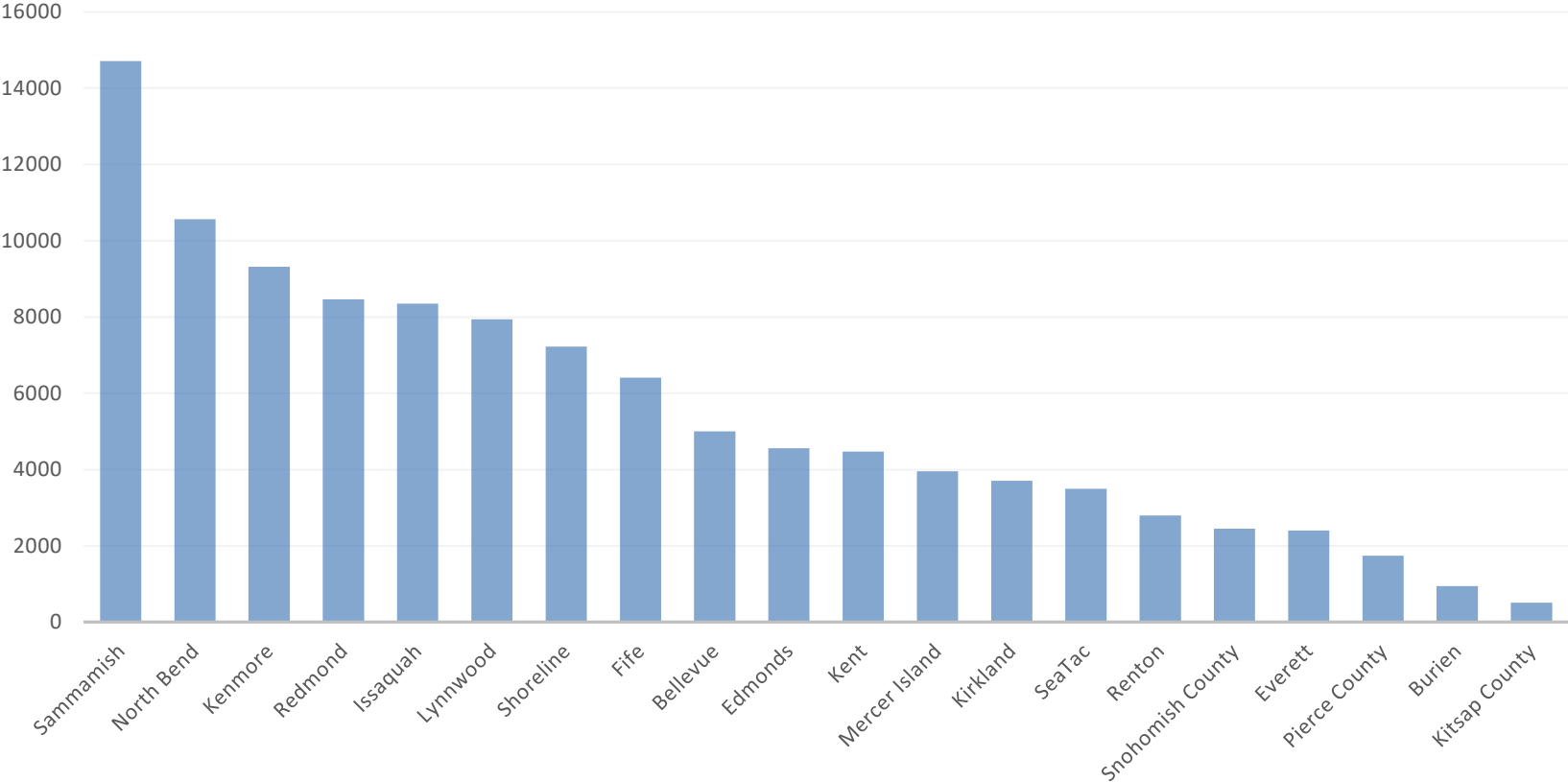


What Are Transportation Impact Fees?

- 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

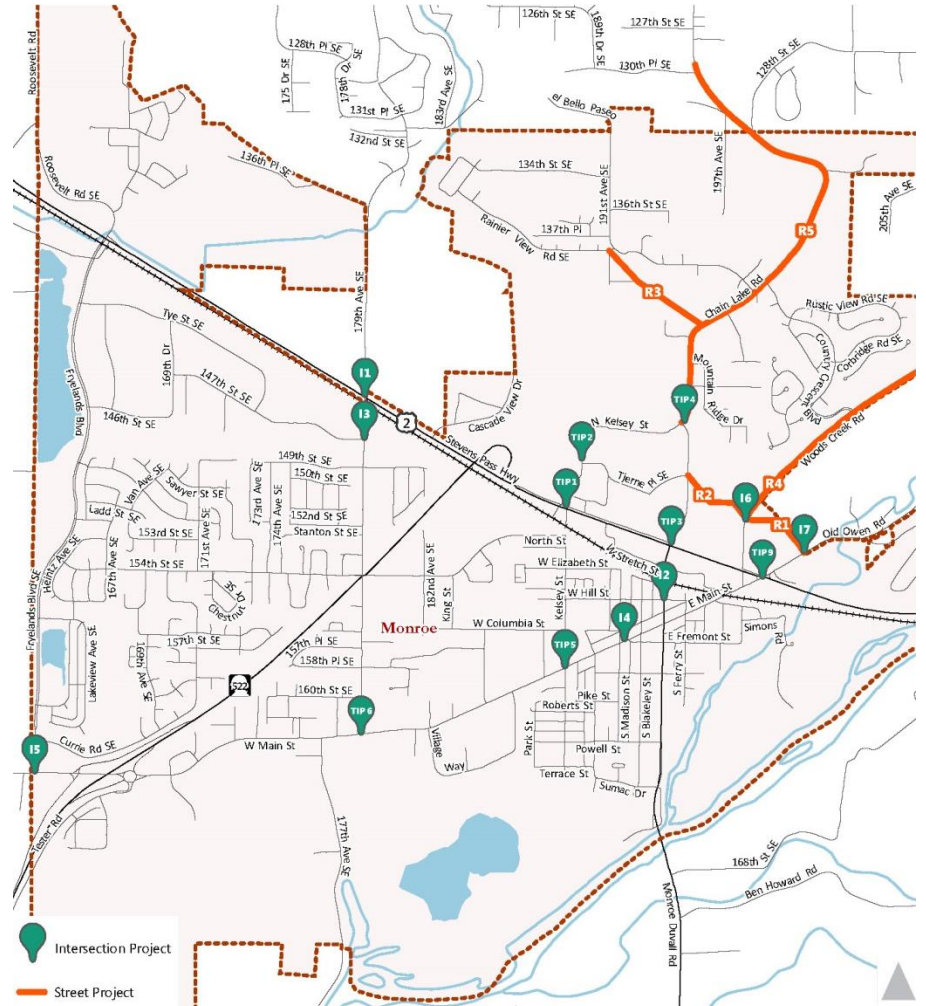


Basic Example: Monroe's Transportation Impact Fee Program



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

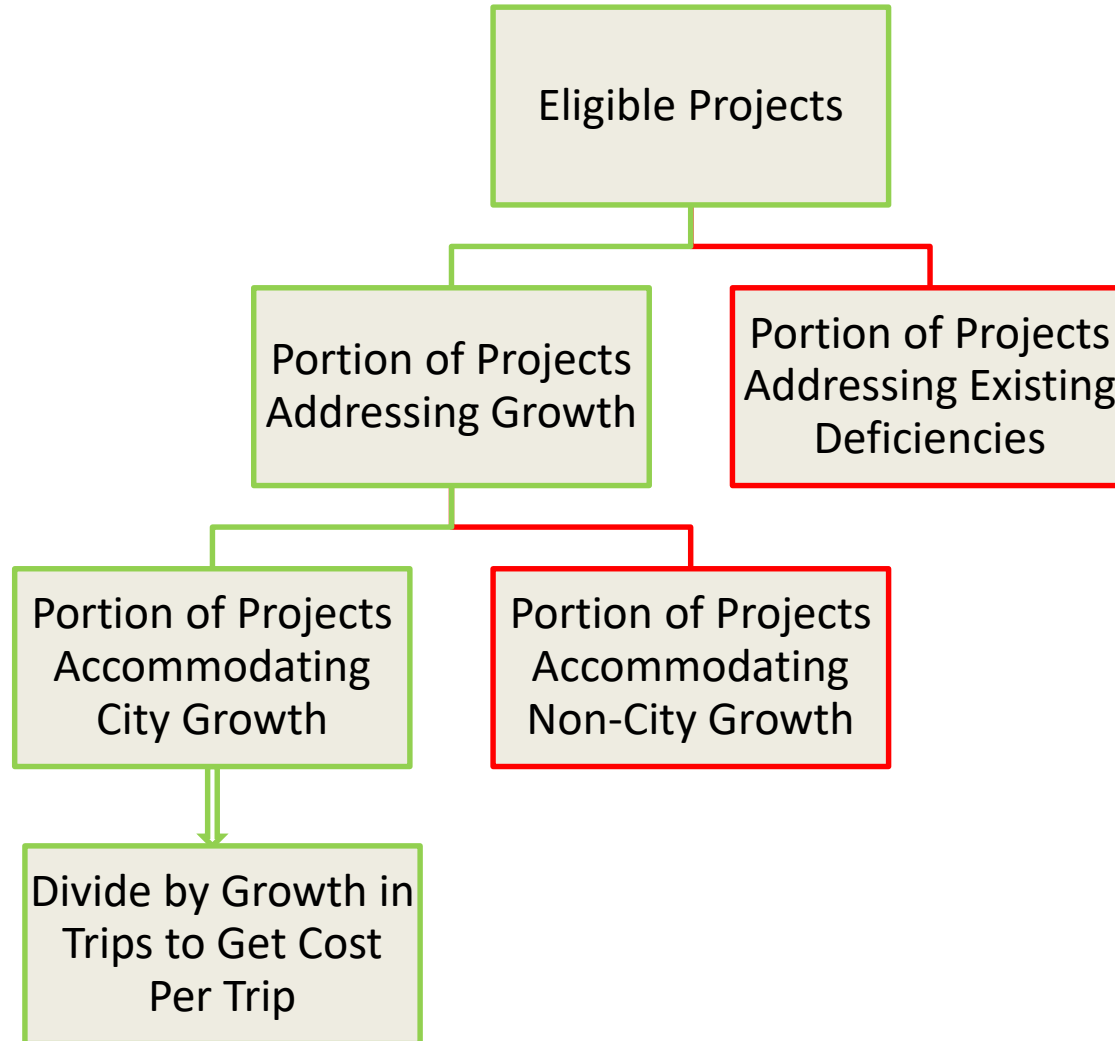
Three Ways to Structure the Program

<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

Puget Sound

Lake Washington

Legend

Tier 1 Along the Roadway Score in High Priority Areas

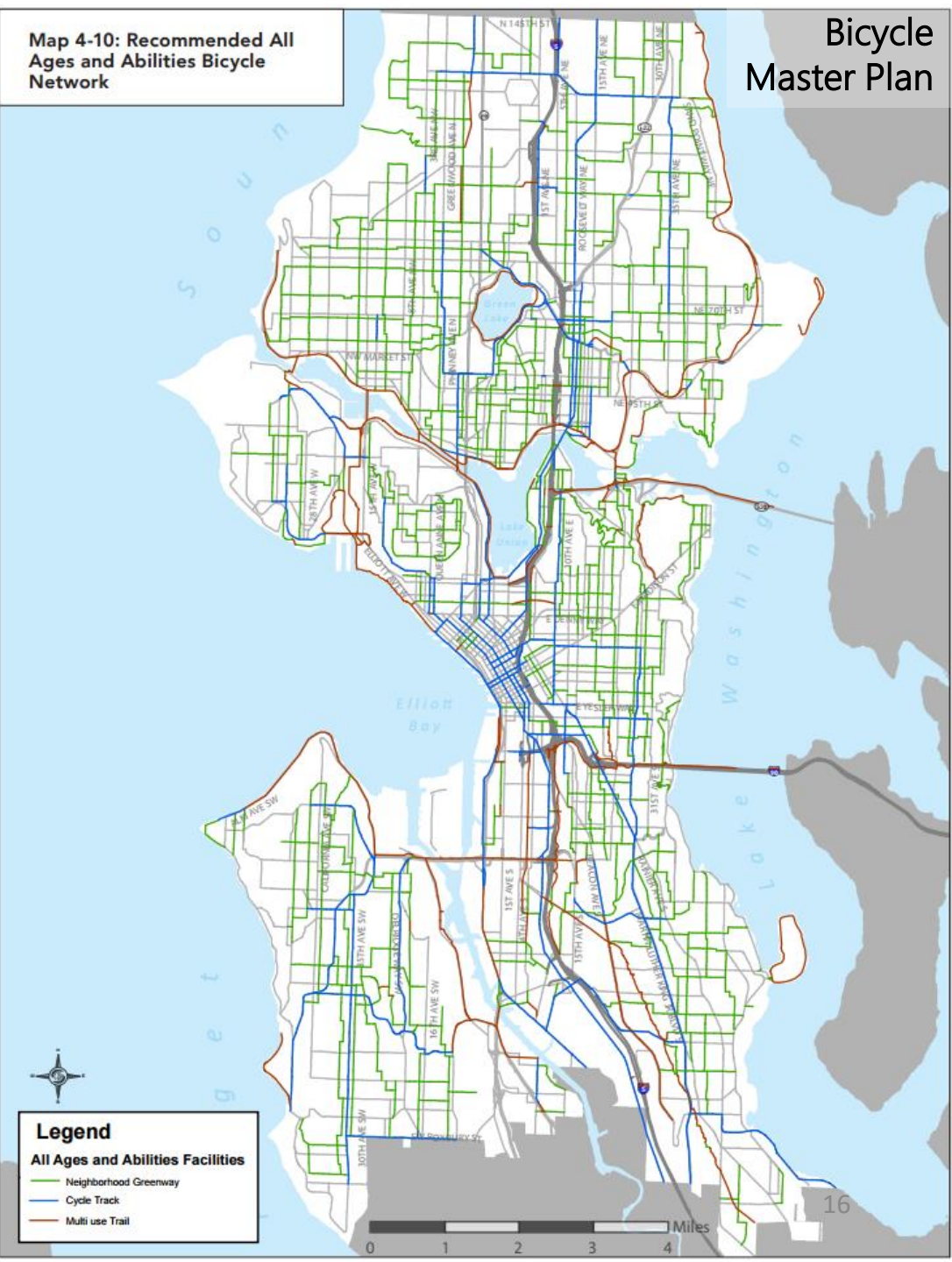


Legend

Tier 1 Crossing the Roadway Score in High Priority Areas



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



Transit Master Plan

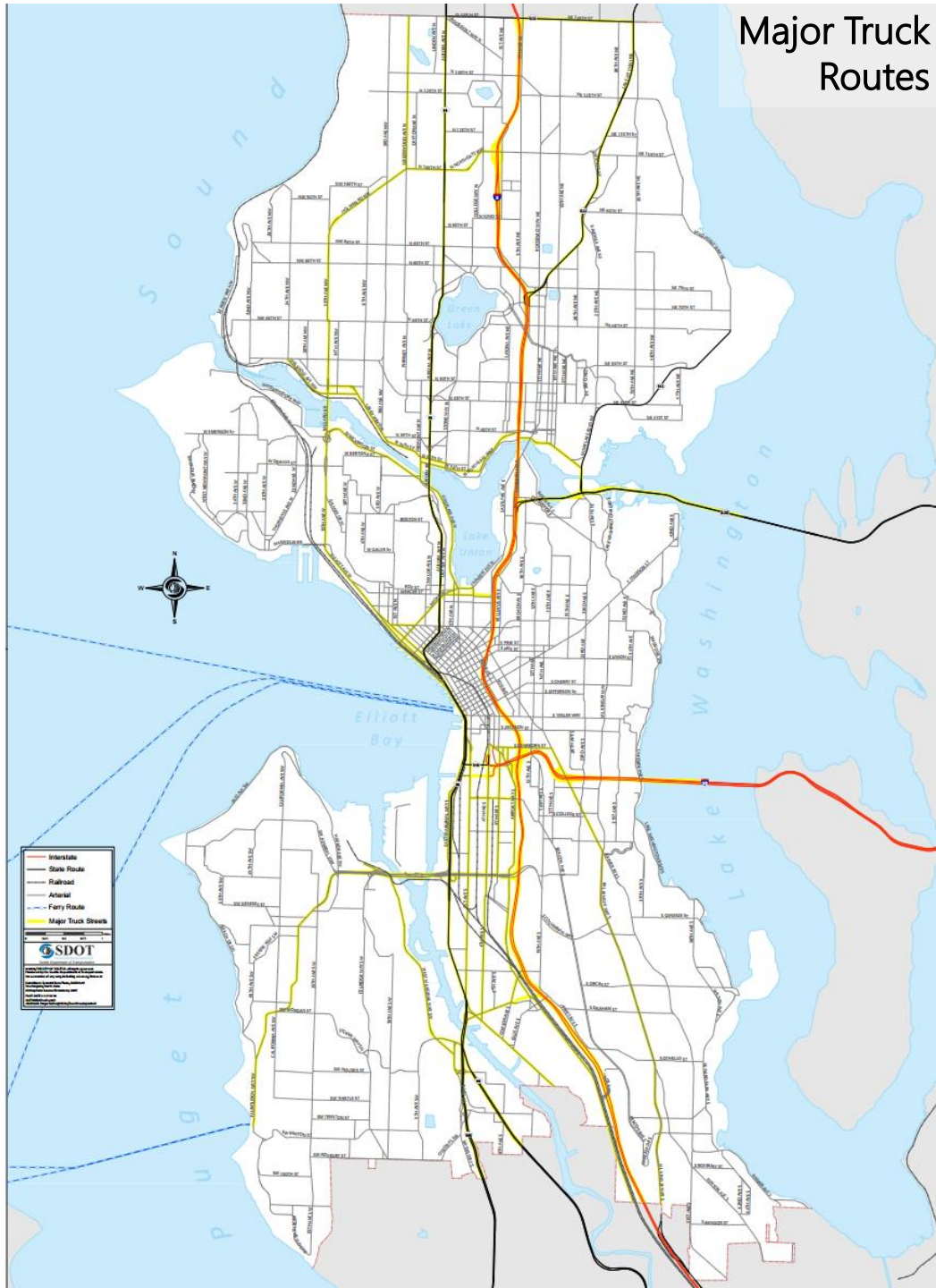
- Existing RapidRide Corridors
- Future RapidRide Corridors
- Priority Bus Corridors
- Seattle Streetcar
- Link Light Rail (Funded ST2)
- Desired Link Infill Stations



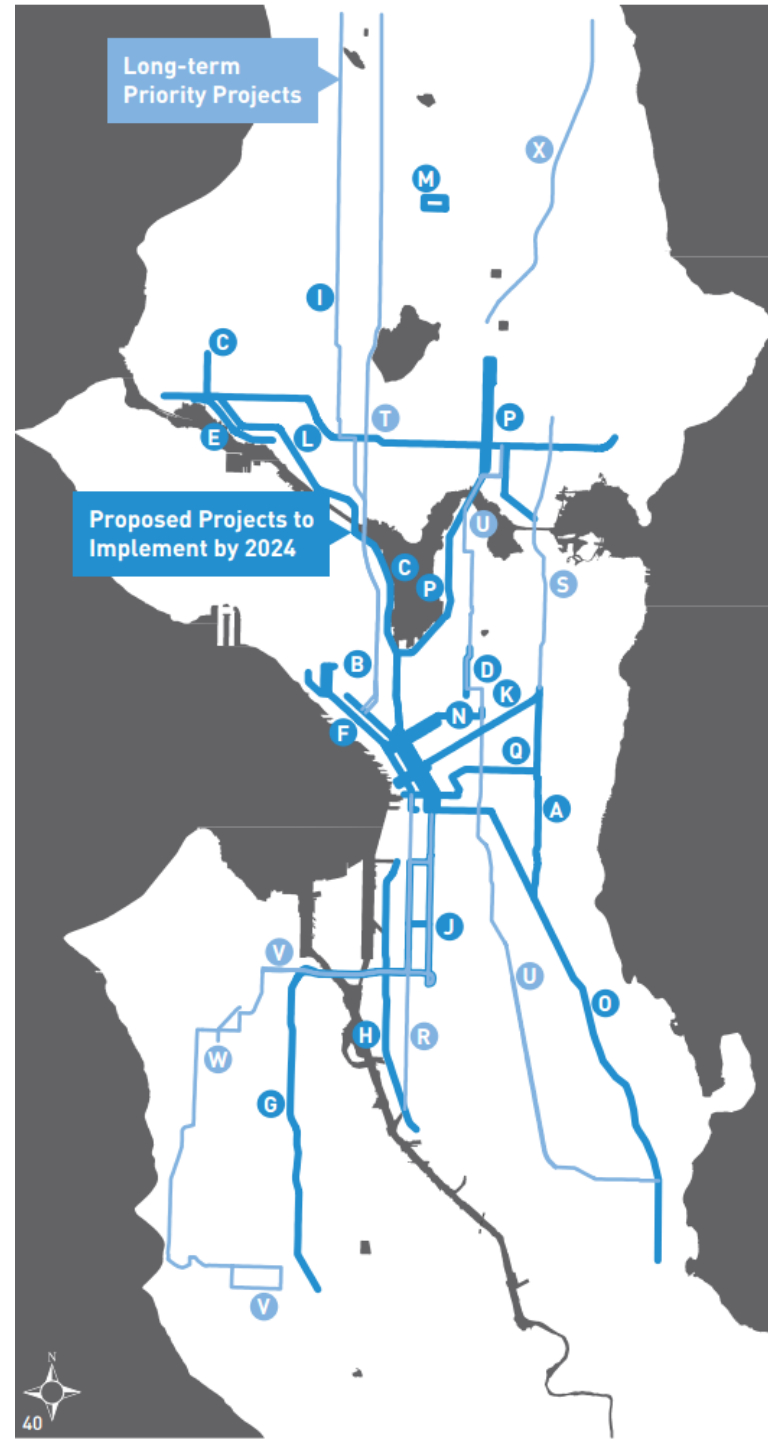
Not to Scale
Data Sources: City of Seattle, King County



Major Truck Routes



Move Seattle

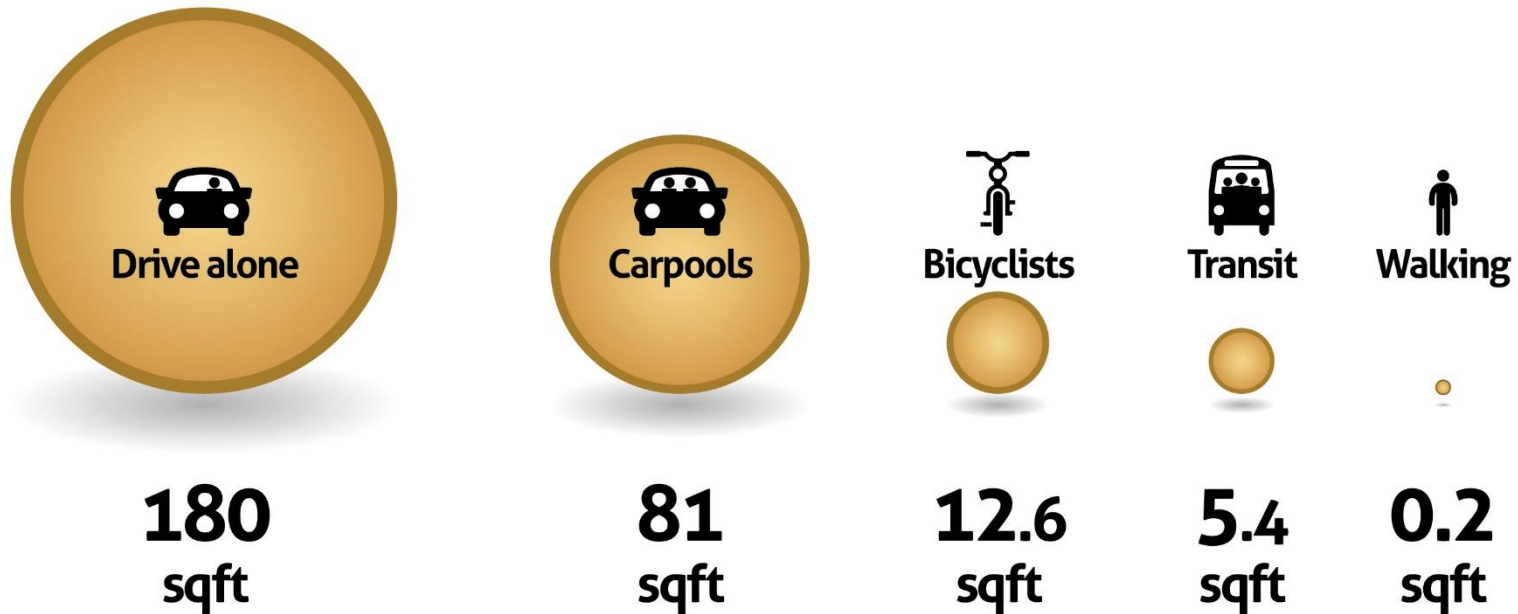


- ### PROJECT
- A** 23rd Avenue Corridor Improvements - Phases 1-3
 - B** 3rd Avenue Corridor Improvements
 - C** Ballard to Downtown Enhanced Transit Corridor
 - D** Broadway Streetcar Extension
 - E** Burke Gilman Trail Extension
 - F** Center City Streetcar Connector
 - G** Delridge Complete Street
 - H** E Marginal Way Corridor Improvements
 - I** Greenwood/Phinney/67th to Fremont Complete Street
 - J** Lander Street Grade Separation/Railroad Crossing
 - K** Madison Street Bus Rapid Transit Complete Street
 - L** Market/45th Transit Improvement Project
 - M** Northgate Pedestrian-Bicycle Bridge
 - N** Pike/Pine Complete Street
 - O** Rainier Avenue to Jackson Street Complete Street
 - P** Roosevelt to Downtown Complete Street
 - Q** Yesler/Jefferson Complete Streets
 - R** 1st Avenue/1st Avenue S Corridor
 - S** 23rd Avenue Corridor Improvements - Phase 4
 - T** Aurora Avenue Complete Street
 - U** Beacon/12th/Broadway Complete Streets
 - V** Fauntleroy Way/California Transit Corridor
 - W** Fauntleroy Way SW Boulevard
 - X** Lake City Way Complete Street

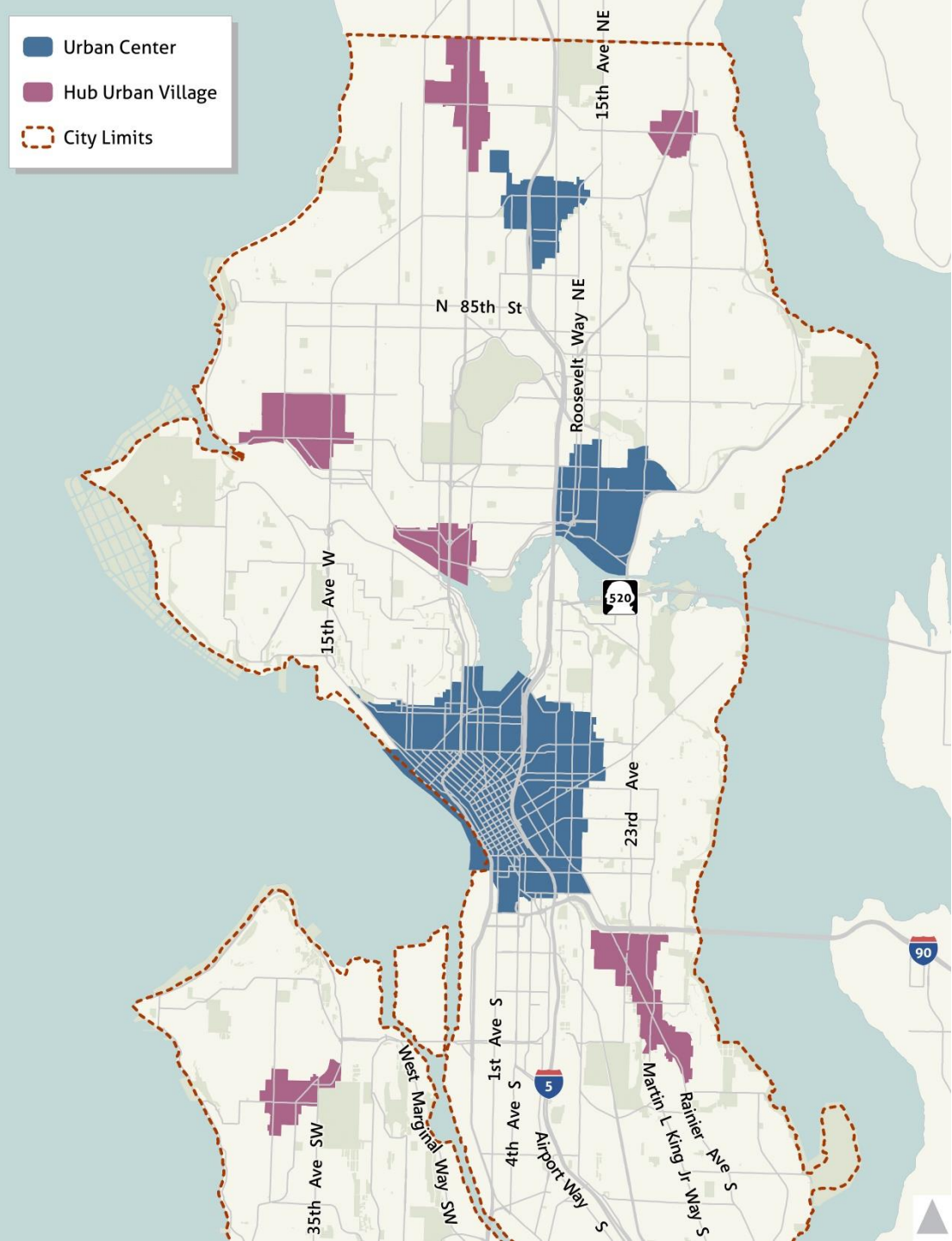


Mode Share LOS

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



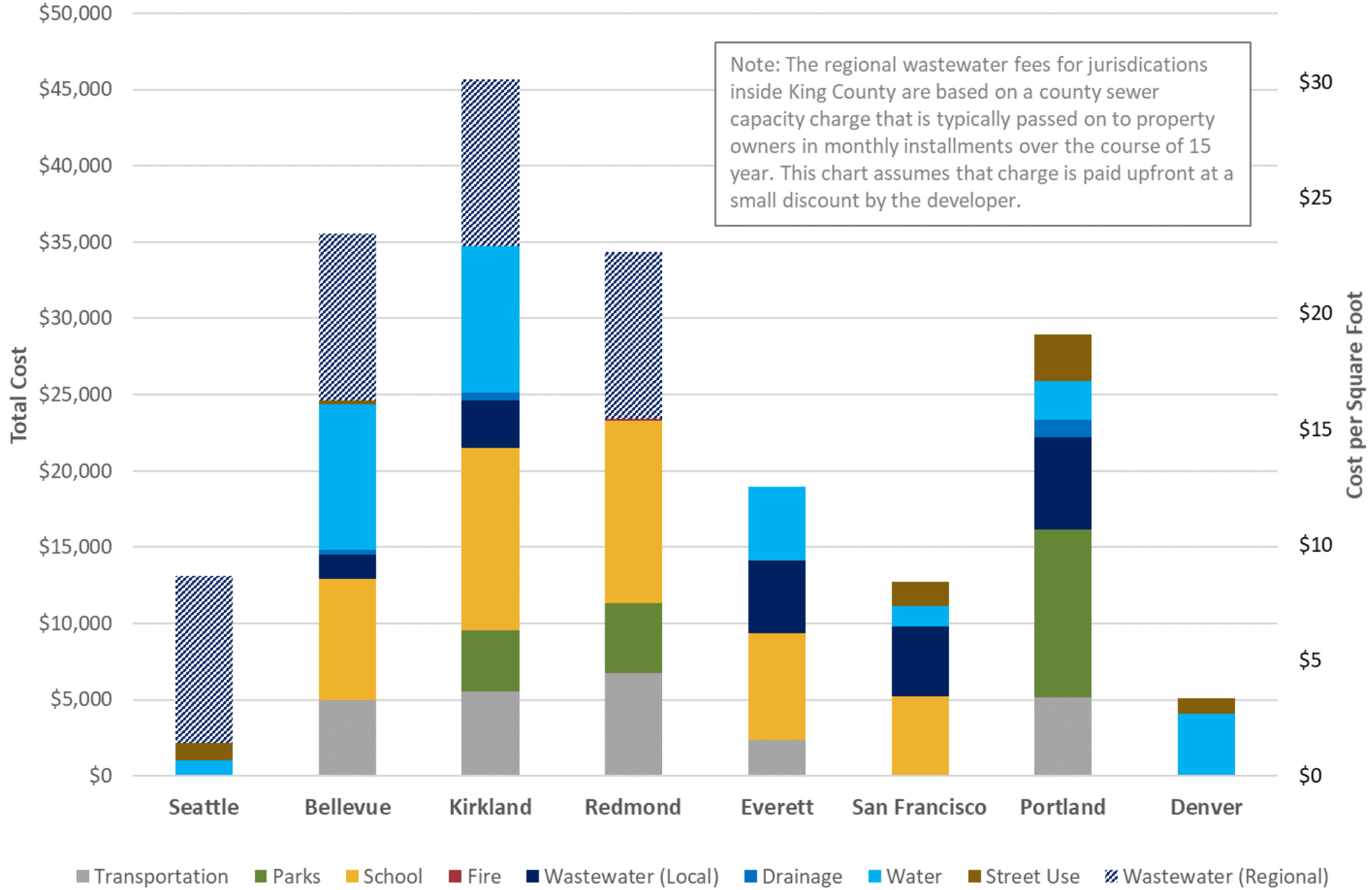
System Improvement Fee Cost Comparison

- 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

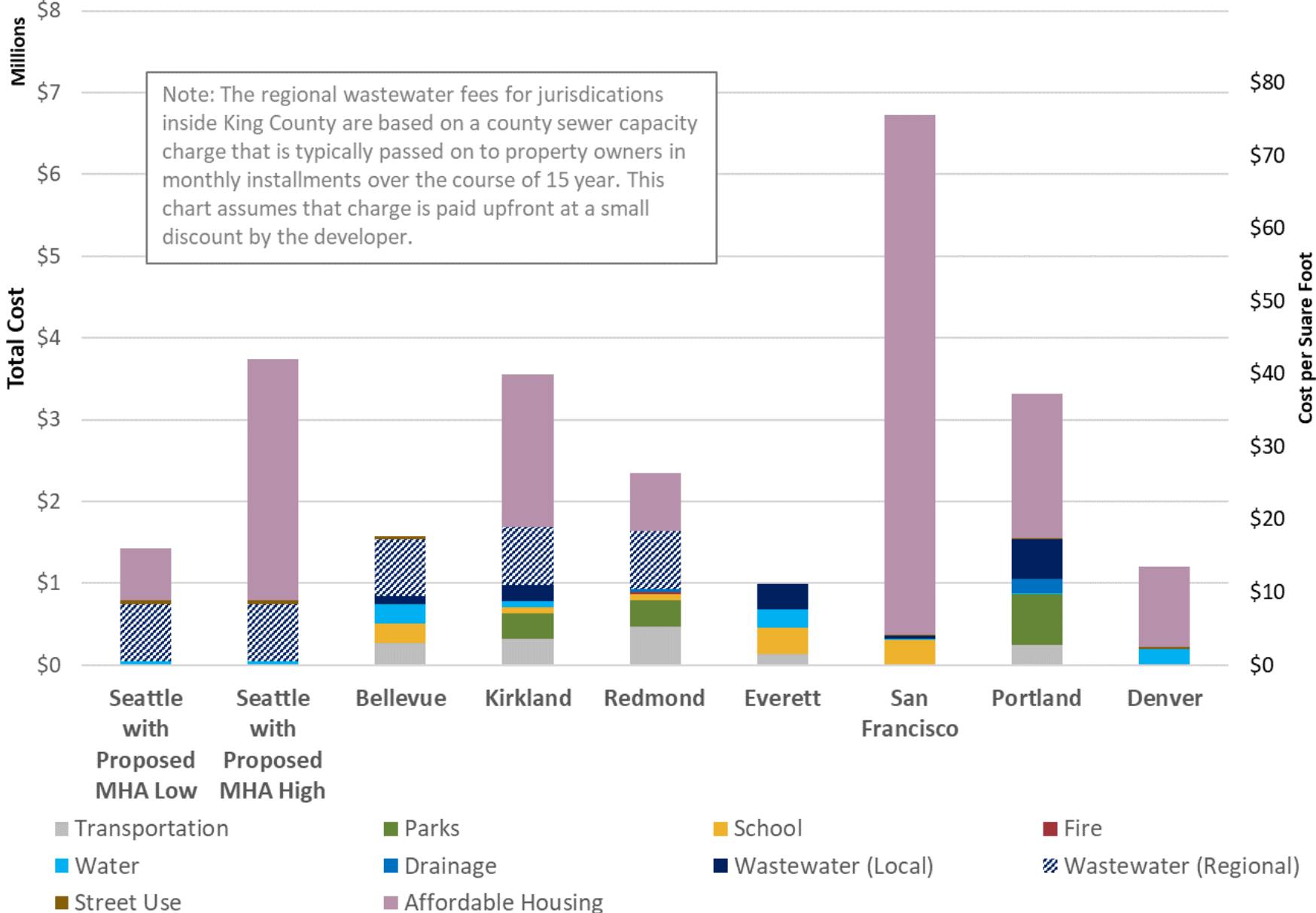
(1,500 square feet, excludes permit fees)

Note: The regional wastewater fees for jurisdictions inside King County are based on a county sewer capacity charge that is typically passed on to property owners in monthly installments over the course of 15 year. This chart assumes that charge is paid upfront at a small discount by the developer.



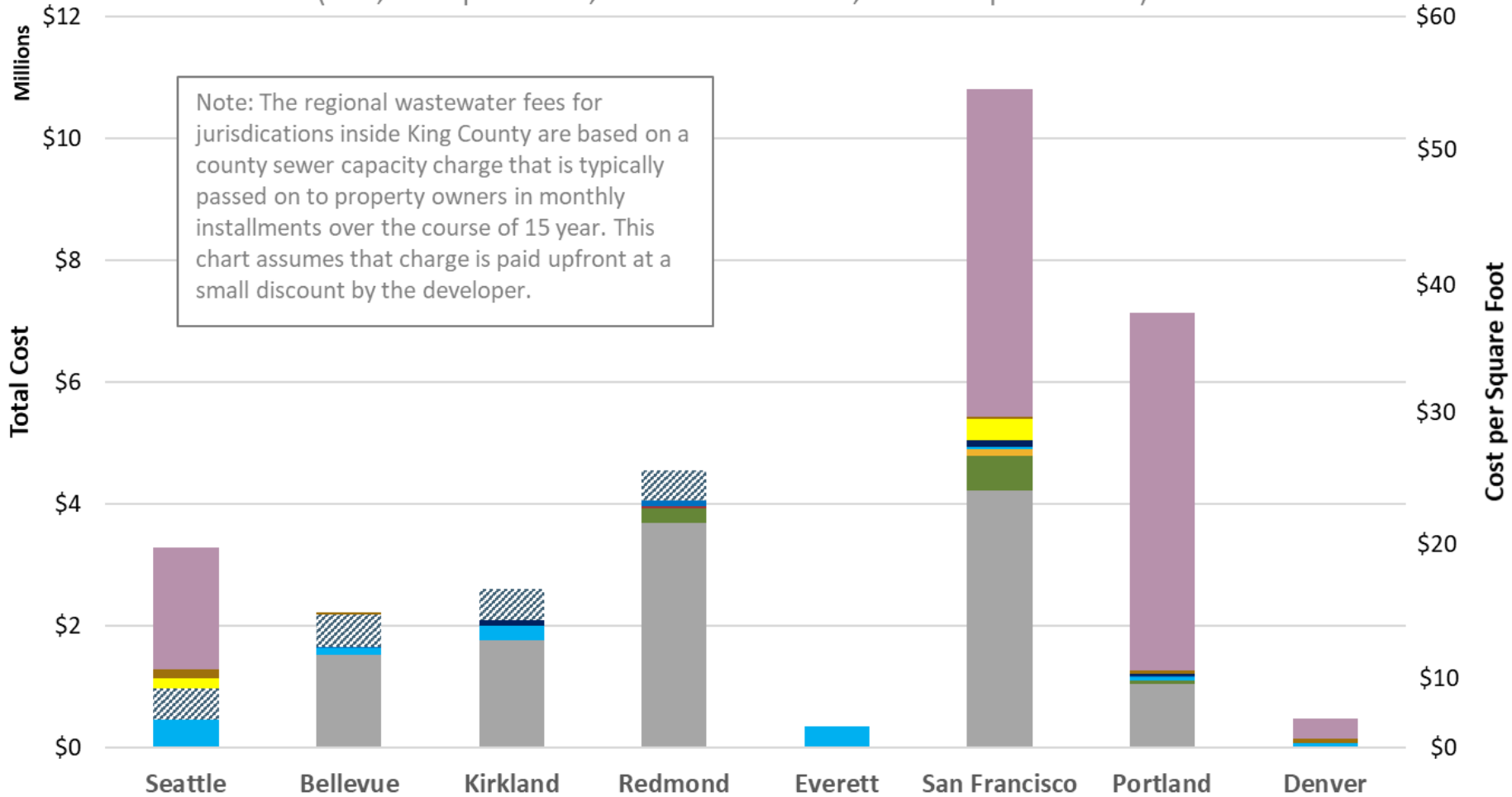
Multi-Family - System Improvement Cost Comparison

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



Office Building - System Improvement Cost Comparison

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



■ Transportation

■ Water

■ Child Care

■ Parks

■ Drainage

■ Street Use

■ School

■ Wastewater (Local)

■ Affordable Housing

■ Fire

▨ Wastewater (Regional)