



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

December 11, 2018

AGENDA

I. CALL TO ORDER – 5:30 P.M.,
CITY HALL 25 W MAIN STREET

II. INTRODUCTIONS & NEW MEMBERS

III. CONSENT AGENDA

A. APPROVAL OF MINUTES FOR THE MEETING ON SEPTEMBER 11, 2018*

IV. ACTION

A. ELECTION OF A NEW VICE CHAIR

V. DISCUSSION AND INFORMATION

A. AUBURN WAY S SIDEWALK IMPROVEMENT PROJECT (Larson)*

B. AUBURN WAY N SIDEWALK IMPROVEMENT PROJECT (Barba)*

C. 2018 GRANT PROGRAMS (Webb)*

D. 2019 TRAFFIC IMPACT FEE UPDATE (Webb)*

E. CHANGES TO THE HALF STREET CODE (Sweeting)

F. 2019 MEETING SCHEDULE/AGENDA TOPICS

VI. ADJOURNMENT

*Denotes attachments included in the agenda packet.



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

September 11, 2018

DRAFT MINUTES

I. CALL TO ORDER

Dennis Grad called the meeting to order at 5:39 p.m. in Council Chambers, located on the first floor of Auburn City Hall, 25 W Main Street, Auburn, Washington. Committee members present were Jeanette Miller, Steve Carstens, Peter Di Turi, Sarah Shaw, Dezerae Hayes, Dennis Grad, and David Jensen. Also present during the meeting were Public Works Director Ingrid Gaub, Assistant Director of Engineering Services/City Engineer Jacob Sweeting, Senior Traffic Engineer James Webb, Project Engineer Seth Wickstrom, Street Systems Engineer Jai Carter, Office Assistant Angie Sherwin and Guest Speaker Jeanine Acutanza.

II. CONSENT AGENDA

A. APPROVAL OF MINUTES

The minutes were moved by David Jensen, seconded by Jeanette Miller that the Committee approve the Transportation Advisory Board minutes for March 13, 2018. Motion carried.

The minutes were moved by David Jensen, seconded by Jeanette Miller that the Committee approve the Transportation Advisory Board minutes for June 12, 2018. Motion carried.

III. ACTION

A. ELECTION OF A NEW CHAIR

An action item on the agenda will be to confirm that the nominees wish to accept their nominations, allow any additional nominations to be made from the floor and then a vote of the Board will be conducted to elect a new Board Chair.

Nominees:

Mike Harbin, Jr., representing local business

Ingrid Gaub Spoke on Behalf of Mike Harbin and accepted his nomination

Dennis Grad, representing the Auburn School District. Dennis accepted his nomination.

Dennis Grad was voted in as Board Chair, moved by Steve Carstens, seconded by Peter Di Turi that the Committee approve the Transportation Advisory Board Special Chairman. Motion carried. For the purposes of these minutes, this action was done after Item IV.E.

IV. DISCUSSION AND INFORMATION

A. CITY DEPARTMENT ORGANIZATIONAL CHANGES (Gaub)

Public Works department new position appointments were reviewed with the Board as follows:

Ingrid Gaub – Public Works Director

Jacob Sweeting - Assistant Director of Engineering Services/City Engineer

James Webb - Senior Traffic Engineer

B. SR164 EAST AUBURN ACCESS PROJECT (Jeanie Acutanza – Acutanza STS, Consultant for the Muckleshoot Indian Tribe)

SR164 East Auburn Access Improvement Project (Originally SR18 Eastbound Offramp)

Connecting Washington statewide funding project designated \$15 million to be used from the 2017-2019 biennium for the SR164 East Auburn Access Project.

The funding requires that the project follow the WSDOT Practical Design Process which focuses on the following:

- What are the issues
- What are the possible solutions/options
- How well do the options work to solve the problem
- What can be done to make the good options better
- Can everyone support the best option
- Recommend preferred alternative(s)

SR164 provides primary access to the growing areas of east Auburn, and the Muckleshoot Indian Reservation, as well as Enumclaw and recreational areas to the southeast. The purpose of the project is to develop an affordable, long-term solution that

- Reduces congestion
- Increases safety
- Accommodates growth

Open Houses were held on July 17th and 24th to obtain feedback from the public on the purpose of the project. (These events were held at the Muckleshoot Elders Complex & Auburn Community and Event Center)

Feedback from the Open Houses was reviewed with the Board as follows:

- Agreement on congested corridor
- Typical user drives and uses the corridor for work
- Non-recurring congestion (concerts and construction) is a big problem
- Desire for alternatives
- Better crosswalks
- Better lighting for pedestrians
- Improve bus shelters
- Add bike lanes or trail
- Signal timing
- Concern about bypass through Forrest Villa/Dogwood

The timeline/schedule for the project was reviewed with the Board as follows:

- Initiate projects 2016
- Data collection and context setting 2017
- Public outreach 2018
- Alternative development 2018-2019
- Select preferred solution(s) 2019
- Environmental documentation & design 2019
- Final design, purchases ROW, seek full funding 2019-2020
- Earliest construction 2020

More information can be found at the following locations:

<https://www.wsdot.wa.gov/projects/sr164/east-auburn/home>

SR164CorridorImprove@wsdot.wa.gov

C. F STREET SE NON-MOTORIZED IMPROVEMENTS (Wickstrom)

Project Engineer, Seth Wickstrom, provided an overview of this project. The purpose of this project is to improve the connection between the Les Gove Campus and downtown Auburn with the completion of roadway and non-motorized improvements. These improvements are summarized as follows:

F Street SE and 4th Street SE

- Mixed use path
- Rebuild the sidewalk
- Rebuild abutment

F Street 5th Street to 8th street SE

- Curb and gutter
- Landscape
- 6th & 8th Streets bulb out corners, raise intersections, slows traffic, better visibility for pedestrians
- Flashing pedestrian light at 2 intersections (6th Street & 8th Street)

Other Improvements

- PSE underground utilities and new overhead lighting
- Add catch basin (entire corridor)
- Water and sewer improvements (4th Street & 5th Street)
- Bike improvements
- Sharrows (shared lane markings)

The anticipated schedule of the project, funding and total project cost was discussed with the Board.

D. ROUNDABOUT DISCUSSION (Webb)

Senior Traffic Engineer, James Webb, provided information on the purpose and use of roundabouts. The benefit of roundabout control is traffic operations and traffic safety and the reduction in collisions of vehicles and all road users. At a traditional four-leg intersection, there are 32 vehicle conflict points and 24 pedestrian conflict points. At a roundabout with four approaches, this is reduced to 8 vehicle conflict points and 8 pedestrian conflict points.

Additional benefits of a roundabout were reviewed with the Board and include such items as vehicle safety, collision types, pedestrian safety, and bicycle safety.

The design elements of a roundabout were reviewed with the Board.

Staff indicated that the City has two existing Roundabouts located at SE 304th Street & 124th Avenue SE and 22nd Street NE & I Street NE.

Capital planning of the City has identified two locations for future roundabouts located at 132nd Avenue SE & SE 304th Street and 116th Avenue SE & SE 320th Street.

Finally, the significant factors in determining the feasibility for a Roundabout were reviewed with the Board.

E. 2016/2017 STATE OF OUR STREETS REPORT (Carter)

Street Systems Engineer, Jai Carter, provided an overview of the draft State of Our Streets Report (SOS Report). This is an annual report that details the improvements that were made to our Street System during the previous year. The report also discusses the Street Preservation Programs in detail (Arterial and Local Preservation Programs). In years past, the report only covered improvements in the Local Street Preservation Program (formerly known as the Save Our Street Program). In 2015, the report was expanded to include the Arterial and Collector Preservation Program, and cover all of the streets in the City of Auburn. The 2016 report was delayed and subsequently combined into the 2017 SOS Report.

The SOS Report also contains various mapping that shows projects from 2016/2017 and future projects that are planned through 2021. Included in the report are the pavement conditions and ride quality maps that cover the public road system. The maps are a simple way to monitor the health of the street system and help program managers with street selection for packaging streets into projects.

The specific elements within the report were reviewed with the Board.

Accomplishments that were noted from the 2016/2017 report included; exceeding the City's goal of an average of 70 Pavement Condition Index on the local road system and the reconstruction of 9.48 lane miles of pavement and overlaying 15.36 lane miles of pavement in 2017.

Future program needs identified in the report include preserving the current local street program funding level and increasing arterial preservation program resources as budgets will allow.

V. ADJOURNMENT –

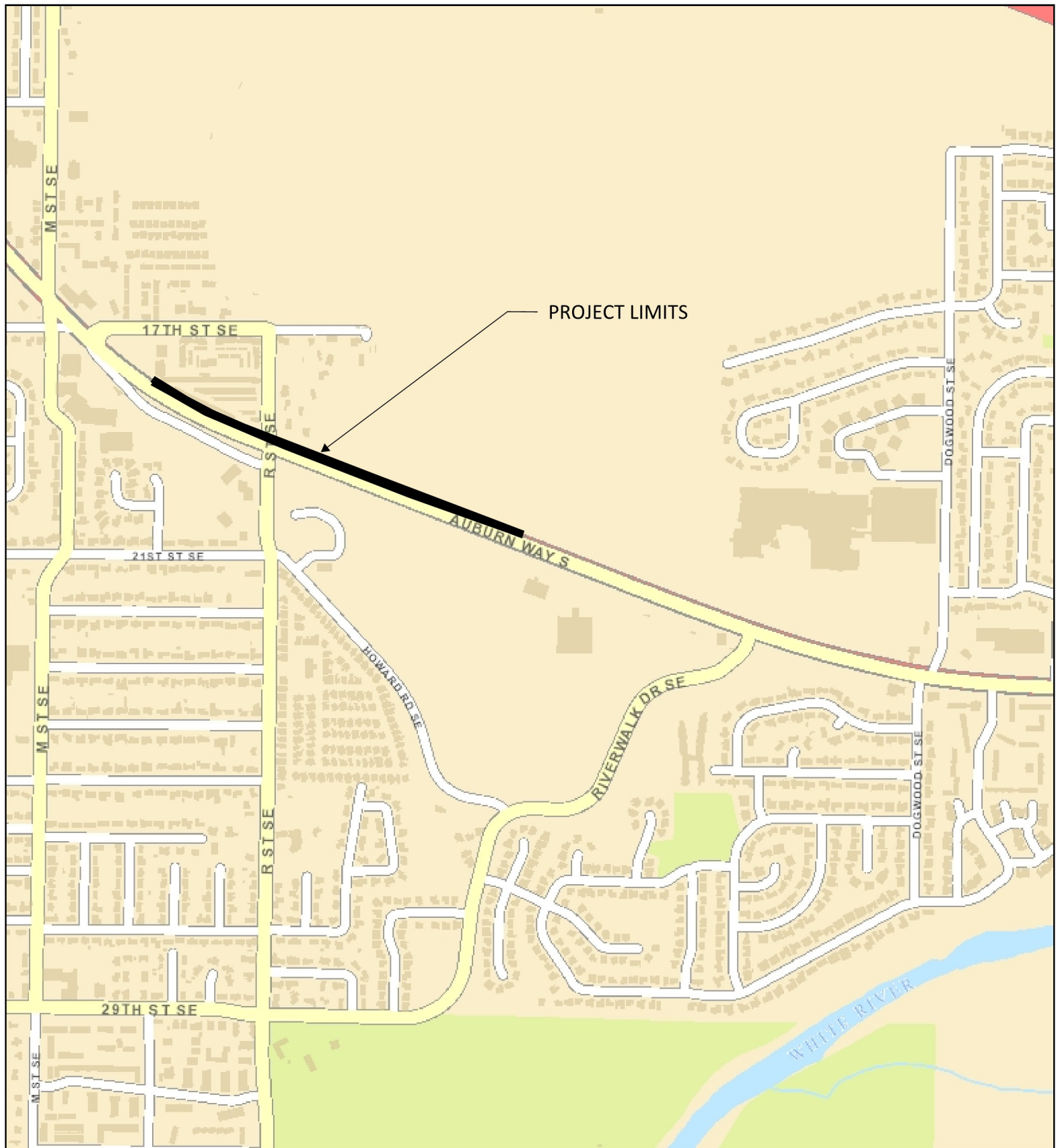
There being no further business to come before the Transportation Advisory Board, the meeting was adjourned at 7:02 PM.

Approved this 11th day of December 2018.

Dennis Grad
Chairman

Angie Sherwin
Engineering Services Office Assistant

CP1705 - Auburn Way South (SR-164) Sidewalk Improvements



0.3 0 0.1 0.3 Miles

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn makes no warranty as to its accuracy.



Project CP1804-AWN Sidewalk Improvement ProjectVicinity Map

5th St NE



4th St NE

Auburn /

Legend:

Sidewalk, curb, and driv

Aubl



Installation of Rectangu

E Main St



	Memorandum
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TO: Transportation Advisory Board

FROM: Public Works - Transportation

RE: 2019 Transportation Grant Summary

DATE: December 6, 2018

Every year the City has the opportunity to apply for grant funding for transportation project. During 2018, the City applied for funding for several projects across the three funding programs which were available during 2018.

Federal Highway Administration (FHWA) Regional Funds

FHWA regional funding is administered by the Puget Sound Regional Council (PSRC) our local Metropolitan Planning Organization (MPO). This grant competition occurs every two years, and provides funding for a two year period. Funding awarded from the 2018 competition is available to be spent during the 2021/2022 biennium.

The City is able to compete in three separate completions; the regional competition which covers projects located in King, Pierce, Snohomish, and Kitsap Counties; the King County countywide completion; and the Pierce County countywide competition. Within each competition, there are two separate pots of money which are available, the Surface Transportation Program Block Grant Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The scoring criteria for these pots of money are slightly different, so staff determine which projects to apply for in each competition based on a preliminary evaluation of the scoring criteria so that the most competitive projects are presented for consideration. The 2018 applications to this program are summarized below.

Project Name	Project Description	Competition	Award Amount
Regional Competition			
Auburn Way S	Extend the five-lane roadway section between Hemlock Street and Poplar Street	STP – corridors serving centers Design and ROW funds requested	\$0
King County Countywide Competition			
Auburn Way S	Extend the five-lane roadway section	STP – corridors serving centers	\$0

	between Hemlock Street and Poplar Street	Design and ROW funds requested	
F Street Non-Motorized	Complete non-motorized improvements between Les Gove and downtown	Construction Funds Requested	\$2,000,000
A Street SE Preservation	Preserve the pavement between 37th Street SE and the King/Pierce County Line	Design and Construction Requested	\$0
C Street SW Preservation	Preserve the pavement between W Main Street and 2,000 feet south of 15th Street SW	Design and Construction Requested	\$0
Pierce County Countywide Competition			
Lakeland Hills Way Preservation	Preserve the pavement between 57th Drive SE and Lake Tapps Parkway	Design and Construction Requested	\$748,000

Washington State Department Of Transportation (WSDOT)

WSDOT administers several grant programs including Pedestrian and Bicycle Safety, Safe Routes to Schools, and the City Safety Program. These programs occur every two years. The safe routes to school program is intended to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12). The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike, and the purpose of the City safety program is to reduce fatal and serious injury crashes on city streets using engineering improvements/countermeasures. The City applied for funding from each of the three programs as summarized below.

Project Name	Project Description	Competition	Award Amount
Safe Routes to Schools			
Lea Hill Safe Routes to Multiple Schools	Complete non-motorized improvements along SE 304th Street and 124th Avenue SE adjacent to Lea Hill Elementary, Hazelwood Elementary, and Rainier Middle Schools	Safe Routes to School Design and construction funds requested	\$0

Pedestrian and Bicycle Safety			
Auburn Way S	Complete the missing sidewalk section between Howard Road and Muckleshoot Plaza – south side only	Pedestrian and Bicycle Safety Design and construction funds requested	\$0
F Street Non-Motorized	Complete non-motorized improvements between Les Gove and downtown	Pedestrian and Bicycle Safety Construction Funds Requested	\$0
City Safety			
Poplar Curve Improvements	Install countermeasures at the Poplar Curve location along Auburn Way S	Design and Construction Requested	\$262,700
SE 320th Street Intersection Improvements	Construct a roundabout at the intersection	Design, ROW, and Construction Requested	\$0

Transportation Improvement Board (TIB)

The TIB funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services. TIB is an independent state agency, created by the Legislature, that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax.

The City is able to apply for funds in a number of different TIB funding categories including the Urban Arterial Program and the Urban Sidewalk Program.

The TIB funds projects annually. For the 2018 program the City submitted two applications for funding:

Project Name	Project Description	Competition	Award Amount
15th Street SW Preservation	Reconstruct 15th Street SW between C Street SE and Industry Drive	Urban Arterial Program	\$0
M Street SE Sidewalks	Complete the missing sidewalks on M Street SE between 12th Street SE and Auburn Way S	Urban Sidewalk Program	\$0

Washington Utilities and Transportation Commission (UTC)

The UTC provides grant funding for improvements which enhance safety associated with railroad facilities. For the 2018 program the City submitted two applications for funding as shown in the Table below. The C Street SW spur track crossing was chosen based on safety concerns raised by BNSF, Boeing and UTC staff.

Project Name	Project Description	Competition	Award Amount
C Street SW Median Barrier	Reconstruct 15th Street SW between C Street SE and Industry Drive	N/A	\$35,652
C Street SW Illumination	Complete the missing sidewalks on M Street SE between 12th Street SE and Auburn Way S	N/A	\$5,198.65

Washington Department of Commerce Energy Efficiently Grant

The City of Auburn has teamed up Washington State Department of Enterprise services and McKinstry Energy consultants to apply for a Washington State Department of Commerce Energy Efficiency Grant. The grant application is current being prepared and is required to be submitted by December 31, 2018.

The overall project will convert the over 2,700 lights with a cost \$2 -2.5 million. The City is providing \$500,000 in local matching funds, and up to \$350,000 is available in energy rebates to convert the City of Auburn City owned streetlights to LED and install streetlight controls.

New LED light fixtures can save as much as 60 percent in power usage, provide higher quality lighting, and have a lifespan of between 10 and 20 years. Currently the City is replacing existing lamps when they fail every 2-5 years. The longer life fixture will ultimately save ongoing maintenance costs for both equipment and labor. The payback on this project is estimated at 5-10 years with energy savings continuing into the future.

	Memorandum
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TO: Transportation Advisory Board

FROM: Public Works - Transportation

RE: 2019 Transportation Impact Fee Update

DATE: November 26, 2018

The Public Works Department recommended an update to the Transportation Impact Fee program, to be consistent with the projects funding needs identified in the adopted 2019-2024 Transportation Improvement Program (TIP). The proposed update was adopted by City Council through Resolution 5388 at the November 19, 2018 City Council Meeting and will go into effect on January 1, 2019.

Purpose

The purpose of this memorandum is to present staff's recommendation for the update to the Transportation Impact Fee program. The most recent update to the City's transportation impact fee occurred on January 1, 2018, and was based on the previous 2018-2023 TIP. Transportation impact fees are updated annually to stay current with the need to fund road capacity projects identified in the recently adopted 2019-2024 TIP. The update accounts for changes to the project list, updated funding needs, and the portion of each projects cost which is attributable to new development. The update also accounts for revised growth forecasts developed as part of the 2015 Comprehensive Transportation Plan Update, and includes updated trip generation information published in the 10th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). These changes will ensure that the collection of impact fees is consistent with the capacity projects identified in the current TIP.

Impact Fee Project List Changes

Not all of the projects included in the TIP are included in the impact fee program. Only projects which increase vehicular capacity at intersections and along roadway segments are eligible to be included in the impact fee program. A list of the projects included in the impact fee calculations is included as an attachment to this memo.

The majority of the projects included in the impact fee program are carried over from the previous year, but have been revised as appropriate to reflect current funding needs. Three projects have been removed from the list because they have been completed, combined with other projects, or they have moved beyond year six in the current TIP. Five new projects have been added based on changes to anticipated funding for the project or new capacity needs.

Impact Fee Project Cost Changes

Table 1 summarizes the total cost for the capacity projects which are included in the traffic impact fee program and the portion of this total cost which the traffic impact fee actually funds (unfunded growth costs). The table also provides a comparison of the cost basis for the previous (2016 and 2017), current (2018), and proposed updates (2019).

Table 1. Impact Fee Project Cost Comparison

Year	Total Eligible Cost	Unfunded Growth Cost
2016	\$104,425,000	\$61,985,000
2017	\$103,622,000	\$65,083,309
2018	\$107,666,000	\$67,123,000
2019	\$98,098,000	\$61,569,141

As shown in the table, the total cost for the capacity projects has decreased by approximately \$10M from 2018. Consistent with that, the unfunded impact fee portion of the costs has also decreased, by approximately \$6M. The level of service analysis used to determine the existing deficiency portion and future growth portion of each project was updated based on the most recent (2018) count data collected by the City.

Citywide Growth Trips

The proposed 2019 update is based on the number of growth trips forecast in the 2015 Comprehensive Transportation Plan. The plan anticipated 16,100 additional trips would be generated by new land uses developed within the City between 2012 and 2035. This total number was reduced by the number of growth trips which are estimated to have already occurred since 2012. Currently, approximately 13,500 additional growth trips are anticipated between 2019 and 2035.

Trip Rate Changes

The City uses the information published in the Trip Generation Trip Generation Handbook to determine the traffic impact fee rates for the individual land-use categories included in the fee schedule. The ITE recently published the 10th Edition of the Handbook which included updated trip rate information and included some new land use categories. These changes have been incorporated into the traffic impact fee program as part of this update. The changes to the trip generation rates have reduced the traffic impact fees for certain land-uses included in the fee schedule.

Proposed Citywide Transportation Impact Fees

The current cost per new PM Peak hour trip in the transportation impact fee rate schedule is \$3,889.62. The changes identified above increase the impact fee per weekday PM peak hour trip by \$348.68 to a total of \$4,238.30. The increase, approximately 9 percent, is attributable to the current amount of funding being sought through the impact fee program. This fee is applicable to all new uses citywide except in Lakeland Hills and the Downtown Urban Center (DUC) zone as described below.

Downtown Urban Center Zone Rate

In an effort to acknowledge the trip generation characteristics of the downtown urban center, the City added a second zone to the transportation impact fee program. The program charges reduced impact fees for development occurring in the downtown urban center. The applicable downtown area in which fees are reduced is shown in Figure 1.

Reduced impact fees for the downtown urban center account for anticipated reduced trip generation resulting from the availability of transit service (both bus and rail), the completeness of non-motorized facilities, and the close proximity of complementary land-uses (retail, commercial, medical, etc.). This provides a better nexus between transportation impact fees and the impacts of development in the downtown urban center.

The following reductions are used for each land use category in the downtown urban center:

<i>Residential, Lodging, and Medical</i>	-19%
<i>Recreation, Institutional, Retail, and Service</i>	-26%
<i>Office</i>	-32%

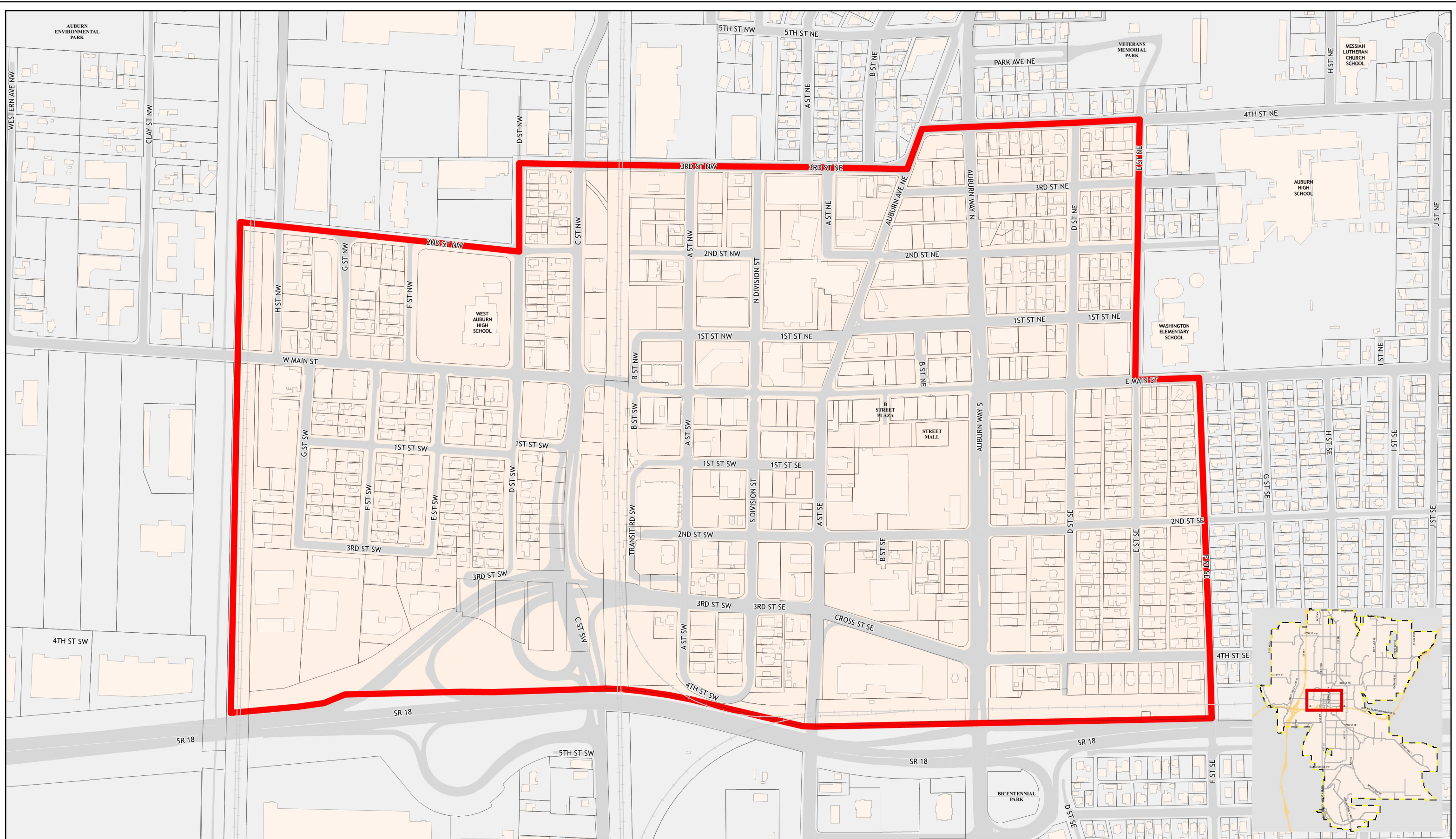
Citywide and separate Downtown Transportation Impact fee rates are shown in Table 2. National and local data was used to estimate the reductions for downtown land-uses in Auburn. This approach is consistent with other local jurisdictions, including the City's of Federal Way and Kent.

Lakeland Hills Rate

Transportation mitigation fees for Lakeland Hills were established in 1998 by Resolution 2955. At that time the initial impact fees were identified for detached single-family units, attached single-family and multi-family units, senior family residential units, and commercial and retail space. The fees are updated annually based on the Consumer Price Index for the Seattle-Metropolitan area. The most recent annual data shows that during the previous 12 month period, prices have increased by 3.0 percent.

TIF Comparison by Agency

Included in the agenda packet is a comparison of the basic transportation impact fee for 60 Western Washington Cities and 5 Counties. The comparison shows that Auburn's current fee is about average. Even with the increase proposed for next year, our fee would remain similar to Federal Way, and lower than Puyallup, Covington, Kent, Bonney Lake, and Maple Valley.



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Auburn Downtown Map

Figure 1

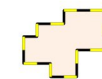
1 INCH = 400 FEET

Printed On: 08/16/2010

Map ID : 1271



Urban Center Boundary (231.34 Acres)



Auburn City Limits

B. ENGINEERING AND PUBLIC WORKS FEES

1. Transportation Impact Fee Rate Schedule: (Per Ordinance No. 5763 as amended by Resolution No. 3953, Ordinance No. 6005, Resolution No. 4103, Resolution No. 4424, Resolution 4964, Resolution No. 5114, Resolution No. 5181, Resolution No. 5255, and Resolution No. 5319.)					
Land Use	ITE Land Use Code	Independent Variable	Trip Rate	Non-Downtown Fee Rate	Downtown Fee Rate
Industrial					
General Light Industrial	110	sf/gfa	<u>0.970.63</u>	\$8.02 <u>\$5.68</u>	-
General Heavy Industrial	120	sf/gfa	0.68	\$6.30	-
Industrial Park	130	sf/gfa	<u>0.850.40</u>	\$7.03 <u>\$3.60</u>	-
Manufacturing	140	sf/gfa	<u>0.730.67</u>	\$3.62 <u>\$2.72</u>	-
Warehousing	150	sf/gfa	<u>0.320.19</u>	\$3.70 <u>\$2.65</u>	-
Mini-Warehouse/Storage	151	sf/gfa	<u>0.260.17</u>	\$1.98 <u>\$1.41</u>	-
Residential					
Single-Family (detached)	210	du	<u>1.000.99</u>	\$4,537.89 <u>\$4,895.23</u>	\$3,675.69 <u>\$3,965.14</u>
<u>Accessory Dwelling Unit</u>	<u>N/A</u>	<u>du</u>	<u>0.51</u>	<u>\$2,545.52</u>	<u>\$2,061.87</u>
Multi-Family <u>without commercial</u>	220-233 <u>221</u>	du	<u>0.620.50</u>	\$2,974.26 <u>\$2,613.62</u>	\$2,409.15 <u>\$2,117.03</u>
<u>Multi-Family with commercial</u>	<u>231</u>	<u>du</u>	<u>0.36</u>	<u>\$1,881.80</u>	<u>\$1,524.26</u>
Mobile Home	240	du	<u>0.590.46</u>	\$2,141.88 <u>\$1,819.64</u>	-
Senior Housing	251, 252	du	<u>0.270.28</u>	\$980.18 <u>\$1,107.61</u>	\$793.95 <u>\$897.16</u>
<u>Congregate Care Facility</u>	<u>253</u>	<u>du</u>	<u>0.17</u>	<u>\$672.78</u>	<u>\$544.71</u>
Lodging					
Hotel	310	room	0.60	\$3,111.69 <u>\$3,390.64</u>	\$2,520.47 <u>\$2,746.42</u>
Motel	320	room	<u>0.470.38</u>	\$2,437.49 <u>\$2,147.40</u>	-
Recreational					
Movie Theater	444, 445	seat	0.08	\$202.78 <u>\$220.96</u>	\$150.06 <u>\$163.51</u>
Health Club	492, 493	sf/gfa	<u>3.534.87</u>	\$10.64 <u>\$16.00</u>	\$7.88 <u>\$11.84</u>

Land Use	ITE Land Use Code	Independent Variable	Trip Rate	Non-Downtown Fee Rate	Downtown Fee Rate
<i>Institutional</i>					
Elementary School	520	student	0.150 <u>.17</u>	\$264.49 <u>\$326.63</u>	\$195.73 <u>\$241.71</u>
Middle School/Jr. High	522	student	0.160 <u>.17</u>	\$448.08 <u>\$518.77</u>	\$331.58 <u>\$383.89</u>
High School	530	student	0.130 <u>.14</u>	\$498.91 <u>\$585.45</u>	\$369.19 <u>\$433.23</u>
Church	560	sf/gfa	0.550 <u>.49</u>	\$2.64 <u>\$2.56</u>	\$1.95 <u>\$1.90</u>
Day Care Center	565	sf/gfa	12.34 <u>11.12</u>	\$24.00 <u>\$31.42</u>	\$17.76 <u>\$23.25</u>
Library	590	sf/gfa	7.308 <u>.16</u>	\$12.07 <u>\$14.70</u>	\$8.93 <u>\$10.88</u>
<i>Medical</i>					
Hospital	610	sf/gfa	0.930 <u>.97</u>	\$4.82 <u>\$5.48</u>	\$3.91 <u>\$4.44</u>
Asst. Living, Nursing Home	254, 620	bed	0.220 <u>.24</u>	\$798.67 <u>\$949.38</u>	-
<i>Office</i>					
General Office	710, 715, 750	sf/gfa	1.491 <u>.24</u>	\$8.87 <u>\$8.04</u>	\$6.03 <u>\$5.47</u>
<u>Small Office</u>	<u>712</u>	sf/gfa	<u>2.45</u>	<u>\$15.89</u>	<u>\$10.80</u>
Medical Office	720	sf/gfa	3.573 <u>.46</u>	\$16.66 <u>\$17.60</u>	\$11.33 <u>\$11.97</u>
Post Office	732	sf/gfa	11.22 <u>11.21</u>	\$18.55 <u>\$20.19</u>	\$12.61 <u>\$13.73</u>
<i>Retail</i>					
Free Standing Discount Superstore	813	sf/gla	4.354 <u>.33</u>	\$8.53 <u>\$9.12</u>	\$6.31 <u>\$6.75</u>
Free Standing Discount Store	815	sf/gla	4.984 <u>.83</u>	\$11.26 <u>\$11.89</u>	\$8.33 <u>\$8.80</u>
Hardware/Paint Store	816	sf/gla	4.842 <u>.68</u>	\$7.90 <u>\$4.76</u>	\$5.84 <u>\$3.53</u>
Shopping Center	820	sf/gla	3.713 <u>.81</u>	\$6.67 <u>\$7.46</u>	\$4.93 <u>\$5.52</u>
Car Sales – New	841 <u>840</u>	sf/gla	2.595 <u>.13</u>	\$12.36 <u>\$26.67</u>	\$9.14 <u>\$19.74</u>
<u>Car Sales – Used</u>	<u>841</u>	<u>sf/gla</u>	<u>3.75</u>	<u>\$19.50</u>	<u>\$14.43</u>
Automobile Parts Sales	843	sf/gla	5.984 <u>.91</u>	\$7.51 <u>\$6.72</u>	\$5.56 <u>\$4.97</u>
Tire Store	848	sf/gla	4.153 <u>.98</u>	\$8.52 <u>\$8.91</u>	\$6.31 <u>\$6.59</u>
Supermarket	850	sf/gla	9.481 <u>0.94</u>	\$16.52 <u>\$20.77</u>	\$12.22 <u>\$15.37</u>
Convenience Market	851	sf/gla	52.41 <u>49.11</u>	\$34.45 <u>\$44.20</u>	\$25.49 <u>\$32.71</u>

Home Improvement Store	862	sf/gla	2.33	\$3.30 <u>\$4.01</u>	\$2.44 <u>\$2.97</u>
Drugstore w/o Drive-Through	880	sf/gla	8.40 <u>8.51</u>	\$8.70 <u>\$9.61</u>	\$6.44 <u>\$7.11</u>
Drugstore w/ Drive-Through	881	sf/gla	9.91 <u>10.29</u>	\$11.14 <u>\$12.60</u>	\$8.24 <u>\$9.33</u>
<u>Marijuana Dispensary</u>	<u>882</u>	<u>sf/gla</u>	<u>21.83</u>	<u>\$113.49</u>	<u>\$83.99</u>
Furniture Store	890	sf/gla	0.45 <u>0.52</u>	\$0.47 <u>\$0.59</u>	\$0.35 <u>\$0.43</u>

Land Use	ITE Land Use Code	Independent Variable	Trip Rate	Non-Downtown Fee Rate	Downtown Fee Rate
Services					
Drive-in Bank	912	sf/gfa	24.30 <u>24.45</u>	\$25.05 <u>\$28.17</u>	\$18.54 <u>\$20.85</u>
Quality Restaurant	931	sf/gfa	7.49 <u>7.80</u>	\$18.49 <u>\$20.98</u>	\$13.68 <u>\$15.53</u>
High Turnover Restaurant	932	sf/gfa	9.85 <u>9.77</u>	\$16.74 <u>\$18.10</u>	\$12.39 <u>\$13.39</u>
Fast Food Restaurant w/o Drive-Through	933	sf/gfa	26.15 <u>28.34</u>	\$34.58 <u>\$40.84</u>	\$25.59 <u>\$30.22</u>
Fast Food Restaurant w/ Drive-Through	934	sf/gfa	32.65 <u>32.67</u>	\$43.18 <u>\$46.16</u>	\$31.95 <u>\$34.16</u>
Espresso Stand w/ Drive-Through	938	sf/gfa	75.00 <u>75.33</u>	\$33.06 <u>\$40.03</u>	\$24.47 <u>\$29.62</u>
Auto Care Center	942	sf/gfa	3.11	\$6.21 <u>\$6.77</u>	\$4.60 <u>\$5.01</u>
Service Station	944	vfp	13.87 <u>14.03</u>	\$17,731.23 <u>\$19,543.60</u>	\$13,121.11 <u>\$14,462.26</u>
Service Station w/ Mini-Mart	945	vfp	13.51 <u>13.99</u>	\$13,102.15 <u>\$14,793.91</u>	\$9,695.59 <u>\$10,940.09</u>
Lakeland PUD (Per Ordinance No. 4867 as amended by Resolution No. 2955, Ordinance No. 6176 and Resolution No. 5181.)					
Detached Single-Family Residential Unit	N/A	du	n/a	\$1,307.06 <u>\$1,352.83</u>	-
Attached Single-Family/Multi-Family Unit	N/A	du	n/a	\$848.37 <u>\$878.08</u>	-
Senior-Family Unit	N/A	du	n/a	\$291.53 <u>\$301.74</u>	-
Commercial/Retail Units	N/A	sf/gfa	n/a	\$3.39 <u>\$3.51</u>	-
Administrative Fee for Independent Fee Calculation					\$200 <u>\$205.00</u>

Notes:

- A. Basic trip rates are based on the ITE Trip Generation Manual, 10th Edition.
- B. Impact fee rate calculation is based upon the following methodology:
 - Basic Trip Rate = PM Peak Hour Trip Generation (per unit of measure)
 - Basic Trip Rate x Percent of New Trips x Trip Length Adjustment x Per Trip Fee/(divide by) 1,000 for rate per square foot (where applicable) = Impact Fee Rate (per unit of measure)
- C. For land uses not specifically identified here, trip generation rates could be derived from ITE or a special study by the applicant.
- D. sf/GFA= Square feet Gross Floor Area; sf/GLA= Square Feet Gross Leasable Area; VFP=Vehicle Fueling Position.
- E. Projects eligible for the Downtown Fee Rate are those located entirely within the boundary identified on Figure 1.

2. Truck-Dependant Land Use Supplementary Transportation Impact Fee Rate Schedule:
(Per Resolution No. 4122, Resolution No. 4424, Resolution No. 5181, and Resolution No. 5319.)

Land Use	ITE Land Use Code	Independent Variable	Truck Trip Rate	Impact Fee Rate (per sf)
Industrial				
Light Industry/Manufacturing	110, 130, 140	sf/gfa	0.06	\$0.12
Heavy Industry	120	sf/gfa	0.04	\$0.07
Retail				
Shopping Center	820	sf/gla	0.01	\$0. 02
Car Sales	840 , 841	sf/gfa	0.09	\$0.14
Supermarket	850	sf/gfa	0.33	\$0.62 <u>\$0.64</u>
Free-Standing Discount Store	813, 815, 861, 863, 864	sf/gfa	0.10	\$0.19 <u>\$0.20</u>
Home Improvement Store	862	sf/gfa	0.37	\$0.70 <u>\$0.73</u>

Land Use	ITE Land Use Code	Independent Variable	Truck Trip Rate	Impact Fee Rate (per sf)
Services				
Restaurant	931, 932	sf/gfa	0.63	\$1.18 <u>\$1.23</u>
Fast Food Restaurant	933, 934	sf/gfa	2.87	\$5.41 <u>\$5.60</u>

Notes:

- A. ITE Land Use Code based on ITE Trip Generation, 910th Edition
- B. Impact fee rate calculation is based upon the following methodology:
 - Truck Trip Rate = Daily Truck Trip Generation (per unit of measure)
 - Truck Trip Rate x Per Trip Fee = Impact Fee Rate (per unit of measure)
- C. For land uses not specifically identified in the table, trip generation rates could be derived from a special study by the applicant.
- D. sf /gfa=square feet of gross floor area

Traffic Impact Fee Project List

Ongoing TIP Projects to remain on the Transportation Impact Fee List

- TIP I-5: Harvey Rd NE/8th Street NE Intersection Improvements
- TIP I-6: Lake Tapps Parkway ITS Expansion
- TIP I-8: 29th St SE/R Street SE Intersection Improvements
- TIP I-12: C St SW/15th St SW Intersection Improvements
- TIP I-13: 124th Ave SE/SE 320th St Intersection Improvements
- TIP I-14: 124th Ave SE/SE 284th St Intersection Safety Improvements
- TIP N-5: F Street SE Non-Motorized Improvements (Downtown to Les Gove)
- TIP N-8: Evergreen Heights SRTS
- TIP R-2: I Street NE Corridor (45th St NE to S 277th St)
- TIP R-3: M Street Underpass (3rd St SE to 8th St SE)
- TIP R-4: A Street Loop
- TIP R-5: A Street NW, Phase 2 (W Main St to 3rd St NW)
- TIP R-6: Auburn Way S Widening (Hemlock St SE to Poplar St SE)
- TIP R-7: M Street NE (E Main St to 4th St NE)
- TIP R-8: 49th Street NE (Auburn Way N to I St SE)
- TIP R-9: 46th Place S Realignment
- TIP R-11: 124th Ave SE Corridor (SE 312th St to SE 318th St)
- TIP R-12: R Street Bypass (M St SE to SR-18)
- TIP R-13: SE 320th Corridor Improvements (116th Ave SE to 122nd Ave SE)
- TIP R-14: W Valley Highway Improvements (15th St NW to W Main St)
- TIP R-16: Auburn Regional Growth Center Access Improvements
- TIP R-17: M Street SE Improvements (8th St SE to Auburn Way S)
- TIP R-20: Lea Hill Road Segment 1 (Harvey Rd/M St SE 105th Pl S)
- TIP R-21: Lea Hill Road Segment 2 (105th Pl S to 112th Ave SE)
- TIP R-22: Lea Hill Road Segment 3 (112th Ave SE to 124th Ave SE)
- TIP R-23: West Valley Hwy Improvements (SR-18 to 15th St SW)
- TIP S-1: A Street NW, Phase 1 (3rd St NW to 14th St NW)
- TIP S-2: S 277th Street Environmental Monitoring
- TIP S-3: A St SE/Lakeland Hills Way Intersection Study
- TIP S-4: Kersey Way SE Corridor Study

New TIP Projects to be added to the Transportation Impact Fee List

- TIP I-7: SE 320th St/116th Ave SE Roundabout
- TIP I-9: M St SE/29th St SE Intersection Safety Improvements
- TIP I-10: R St SE/21st St SE Intersection Safety Improvements
- TIP I-11: Auburn Way S/6th St SE Intersection Improvements
- TIP I-15: 10th St NW/A St NW Intersection Improvements

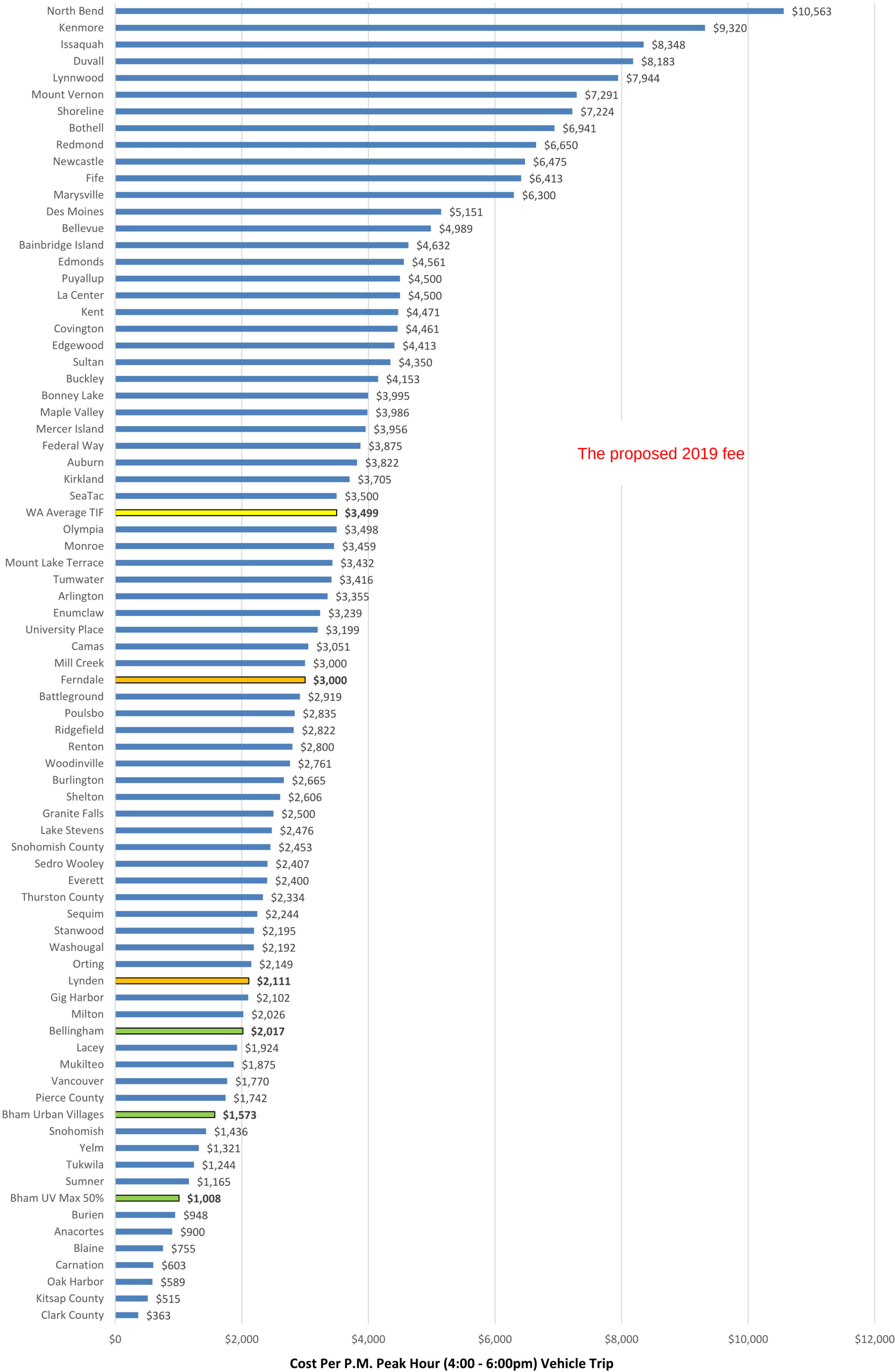
TIP Projects removed from the Transportation Impact Fee List

- TIP #12: BNSF Railyard Grade Separation
- TIP #15: 8th St NE Widening (Pike St NE to R St NE)
- TIP #53: AWS/12th Street Intersection Improvements

Comparison of 2017-2018 TIF Base Rates in 72* Cities and 5 Counties in Western Washington
With Whatcom County Cities and Bellingham's Urban Village TIF Reductions Highlighted for Emphasis

[*City of Sammamish, WA \$14,707 TIF base rate excluded from graphic due to size - see TIF rate table on next page]

Data compiled October 2017 by Chris Comeau, AICP-CTP, Transportation Planner, Bellingham Public Works ccomeau@cob.org or (360) 778-7946



2018 Transportation Impact Fee Comparison: 72 Cities + 5 Counties in Western Washington							
Data compiled October 2017 from public web sites, telephone calls, and email inquiries by Chris Comeau, AICP-CTP, Transportation Planner, Bellingham Public Works ccomeau@cob.org or (360) 778-7946							
City	Population	2018 Base Rate	2018 CBD- Incentive	City	Population	2018 Base Rate	2018 CBD- Incentive
Anacortes ¹	16,780	\$900		Mill Creek	19,960	\$3,000	
Arlington	18,690	\$3,355		Milton	7,900	\$2,026	
Auburn ²	78,960	\$3,822	\$3,479	Monroe	18,350	\$3,459	
Bainbridge Island	23,950	\$4,632		Mount Vernon	34,360	\$7,291	
Battleground	20,370	\$2,919		Mount Lake Terrace	21,290	\$3,432	
Bellevue	140,700	\$4,989		Mukilteo	21,240	\$1,875	
Bellingham ³	86,720	\$2,017	\$1,573	Newcastle	11,280	\$6,475	
Blaine ⁴	5,075	\$755		North Bend ¹⁸	6,605	\$10,563	
Bonney Lake	20,500	\$3,995		Oak Harbor ¹⁹	22,840	\$589	
Bothell	44,370	\$6,941		Olympia ²⁰	52,160	\$3,498	\$1,287
Buckley	4,670	\$4,153		Orting	7,835	\$2,149	
Burien ⁵	50,680	\$948		Poulsbo	10,510	\$2,835	
Burlington	8,715	\$2,665		Puyallup	40,500	\$4,500	
Camas ⁶	23,080	\$3,051		Redmond ²¹	62,100	\$6,650	
Carnation	2,030	\$603		Renton	102,700	\$2,800	
Covington	19,850	\$4,461		Ridgefield	7,235	\$2,822	
Des Moines	30,860	\$5,151		Sammamish ²²	62,240	\$14,707	
Duvall	7,500	\$8,183		SeaTac	28,850	\$3,500	
Edgewood	10,420	\$4,413		Sedro Wooley ²³	10,950	\$2,407	\$1,341
Edmonds	41,260	\$4,561		Sequim	7,280	\$2,244	\$2,020
Enumclaw	11,450	\$3,239		Shelton	10,120	\$2,606	
Everett	109,800	\$2,400		Shoreline	55,060	\$7,224	
Federal Way ⁷	96,350	\$3,875		Snohomish	10,010	\$1,436	
Ferndale ⁸	13,470	\$3,000	\$2,550	Stanwood	6,785	\$2,195	
Fife ⁹	10,100	\$6,413		Sultan	5,030	\$4,350	
Gig Harbor	9,500	\$2,102		Sumner	9,920	\$1,165	
Granite Falls	3,485	\$2,500		Tukwila ²⁴	19,660	\$1,244	
Issaquah ¹⁰	36,030	\$8,348		Tumwater	23,210	\$3,416	
Kenmore ¹¹	22,580	\$9,320		University Place	31,440	\$3,199	
Kent ¹²	127,100	\$4,471	\$3,223	Vancouver ²⁵	162,400	\$1,770	
Kirkland	86,080	\$3,705		Washougal	13,807	\$2,192	
La Center ¹³	3,195	\$4,500		Woodinville ²⁶	9,200	\$2,761	
Lacey	48,700	\$1,924		Yelm	6,242	\$1,321	
Lake Stevens ¹⁴	31,740	\$2,476		County	Population	Base Rate	
Lynden ¹⁵	13,620	\$2,111		Clark County ²⁷	471,000	\$363	
Lynnwood ¹⁶	36,950	\$7,944	\$5,107	Kitsap County	240,862	\$515	
Maple Valley ¹⁷	24,900	\$3,986		Pierce County	796,836	\$1,742	
Marysville	65,900	\$6,300		Snohomish County	694,571	\$2,453	
Mercer Island	24,210	\$3,956		Thurston County ²⁸	256,591	\$2,334	
Notes: <i>All data above obtained from public web sites, telephone, and email inquiries.</i>							
1. Anacortes has a very old TIF system, which is being updated, and new TIF rates of \$3,000 anticipated in 2018..							
2. Auburn adopted rates August 1, 2013.							
3. In Urban Villages, Bellingham allows automatic 22% to 25% TIF reduction and voluntary TDM performance measures up to 50% TIF reduction.							
4. The City of Blaine future pm peak hour vehicle trip rate is currently being evaluated.							
5. Burien limited improvement project costs to keep rates low. TIF was adopted in 2009.							
6. Camas uses a 2-zone TIF system; Average = \$3,051.							
7. Federal Way charges 3% non-refundable admin. fee + base rate + 3-yr WSDOT construction cost index. SF fee = City 2014 rate schedule summary							
8. Ferndale uses 3-zone TIF system. \$3,000 citywide; \$3,750 for 443-acre "Main Street" Planned Action; \$2,550 downtown Ferndale.							
9. Fife uses a VMT-based TIF system adjusted from ITE ADT rates.							
10. Issaquah created development incentive in which the first 10,000 SF of commercial TIF paid from other public funding sources (per WA State law).							
11. Kenmore uses a "Person Trip" based TIF system.							
12. Kent TIF rates are based on 30% of maximum rate from Rate Study (May 2010) and downtown Kent rate memorandum.							
13. La Center allows TIF to be deferred to occupancy by requiring lien on property.							
14. Lake Stevens uses a 3-zone TIF system; average - \$2,476							
15. Lynden TIF allows up to 50% reduction in industrial areas where there is a significant chance that grants can be obtained.							
16. Lynnwood has two TIF zones and reduces TIF by 15% (per ITE) in portion of City Center.							
17. Maple Valley fee per 2013 rate schedule (R-13-909 Jan 28, 2013)							
18. North Bend is similar to Sammamish in that most development is residential with little to no pass-by, diverted link trips.							
19. Oak Harbor uses a very old TIF system.							
20. Olympia TIF allows up to 20% reduction in downtown for accepted TDM performance measures.							
21. Redmond uses "Person Trips/Mobility Units" for Concurrency and TIF							
22. Sammamish has highest TIF (\$14,707) in all of Washington due to primarily residential development with little to no pass-by, diverted link trips.							
23. Sedro-Woolley uses a 15-zone TIF system; Average = \$2,407; TIF reduction in downtown Sedro-Woolley							
24. Tukwila = 4-zone TIF system: Average =\$1,244							
25. Vancouver uses 5-zone ADT-based TIF system; Average = \$1,770.							
26. Woodinville calculates ADT; Average = \$2,761.							
27. Clark County has a four zone TIF system, similar to City of Vancouver, based on ADT; Average \$363							
28. Thurston County uses a 6-zone TIF system; Average = \$2,334							