

2020 Transportation Impact Fee Update

July 22, 2020

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Director of Public Works

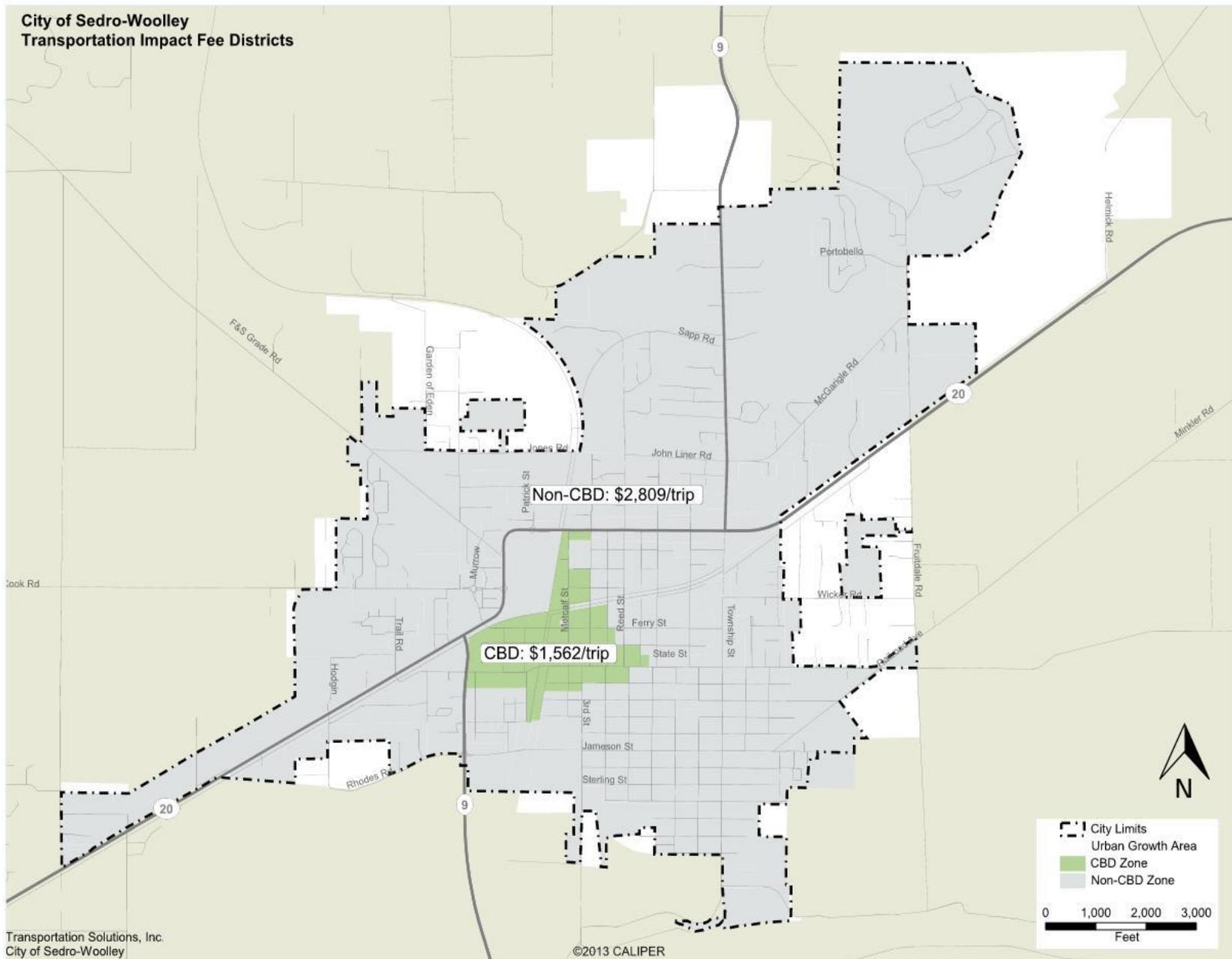
2020 TIF Update Summary:

- SWMC 15.60.050 and .060 codify the city's Transportation Impact Fee (TIF) schedule.
- Updating the TIF to reflect the Comprehensive Plan project list is vital to providing a sound basis for constructing identified transportation improvements over the next 20 years. Completing these projects is also a Growth Management Act concurrency requirement. The Project List includes growth projections of the Comprehensive Plan, including the proposed improvements to the former Northern States Hospital, now the SWIFT Center.
- The TIF was last updated under Ordinance 1852-16 adopted July 13, 2016. SWMC 15.60.050.B specifies annual updates to the fee schedule based on the Federal Highway Administration's National Highway Construction Cost Index. The fee schedule has not been updated since the 2016 adoption, mainly due to expected revisions related to the Jones/John Liner/Trail Road Corridor Scoping Study that was completed in January 2020. The Corridor Study updated the cost estimates for the 8 project elements of the Corridor, increasing the cost estimate from \$21.45 million to \$34.729 million. In addition to the Corridor, certain other projects included in the fee schedule calculation have been completed and actual local cost for the work is now known.
- The CBD area has been adjusted to reflect the current zoning map.

- One previously scheduled project has been removed from the project list for calculation purposes (Project C18 Portobello, Township to Cascadia).
- Staff engaged Transportation Solutions, Inc. (TSI) to prepare the 2020 Update. TSI has previously assisted the city with preparation of the 2016 Transportation Element of the Comprehensive Plan and the 2016 TIF Update. The basic methodology utilized by TSI is explained in the accompanying memorandum dated April 2020. The current report employs the same zones and methodology as was used for the 2016 TIF update.
- The TSI memorandum will be come Attachment A of the Ordinance amending SWMC 15.60.050 and 15.60.060.
- For TIF proposes, the city is divided into two zones; Downtown area and all other. The TIF is based on PM peak hour vehicle trips, and represents the typical single family residence fee. Following is a comparison of the existing and proposed base TIF.

Zone	Existing	Proposed	Change	% Increase
Downtown	\$1,341	\$1,562	\$221	\$16.5%
Other	\$2,407	\$2,809	\$402	\$16.7%
Average		\$2,785		

**City of Sedro-Woolley
Transportation Impact Fee Districts**



- Page 7 of TSI's memorandum provides a comparison with other agencies in the area. At an average \$2,785 per PM Peak Hour Trip, Sedro-Woolley will be slightly over Burlington's \$2,665 and Anacortes' \$2,731, but under Mount Vernon's \$5,100. It can be expected that the other agencies will adjust their rates periodically.
- The 2016 TIF Update assumes that projects will be funded by 75% grant or intergovernmental revenue and 25% local match, in keeping with the assumptions made in the 2013 TIF Update and the 2016 Comprehensive Plan Update Transportation Element. The Project List used in the update is an updated version of the Project List from the Chapter 3 Transportation Element of the Comprehensive Plan and the 2016 TIF update.
- The calculations and TIF revenue accounts for growth only; existing system capacity deficiencies must be funded by other means. As a result, the anticipated TIF revenue does not fully fund the project list, leaving an approximate \$8.02 million local share over twenty years (\$401,225 per year) that will need to come from transportation revenue or other sources. With the expected elimination of Transportation Benefit District revenue from vehicle tabs due to Initiative 976, additional sources of funding are needed.

- In addition to the TIF updates, Appendix B “City of Sedro-Woolley Traffic Impact Fee Rate Schedule – Residential (2020 Update) has been modified to add Accessory Dwelling Unit (ADU) categories for 449 square feet or less and for 450 square feet or greater. These categories are in keeping with the proposed impact fee updates being addressed separately by Building and Planning. Should council choose to modify the ADU rates, the Ordinance and TIF Attachment will be updated as needed.
- Finally, the updated TIF also includes language defining how Planned Residential Unit (PRD) impact fees are calculated.
- First reading and Public Hearing. Action will be requested at the August 12 council meeting.

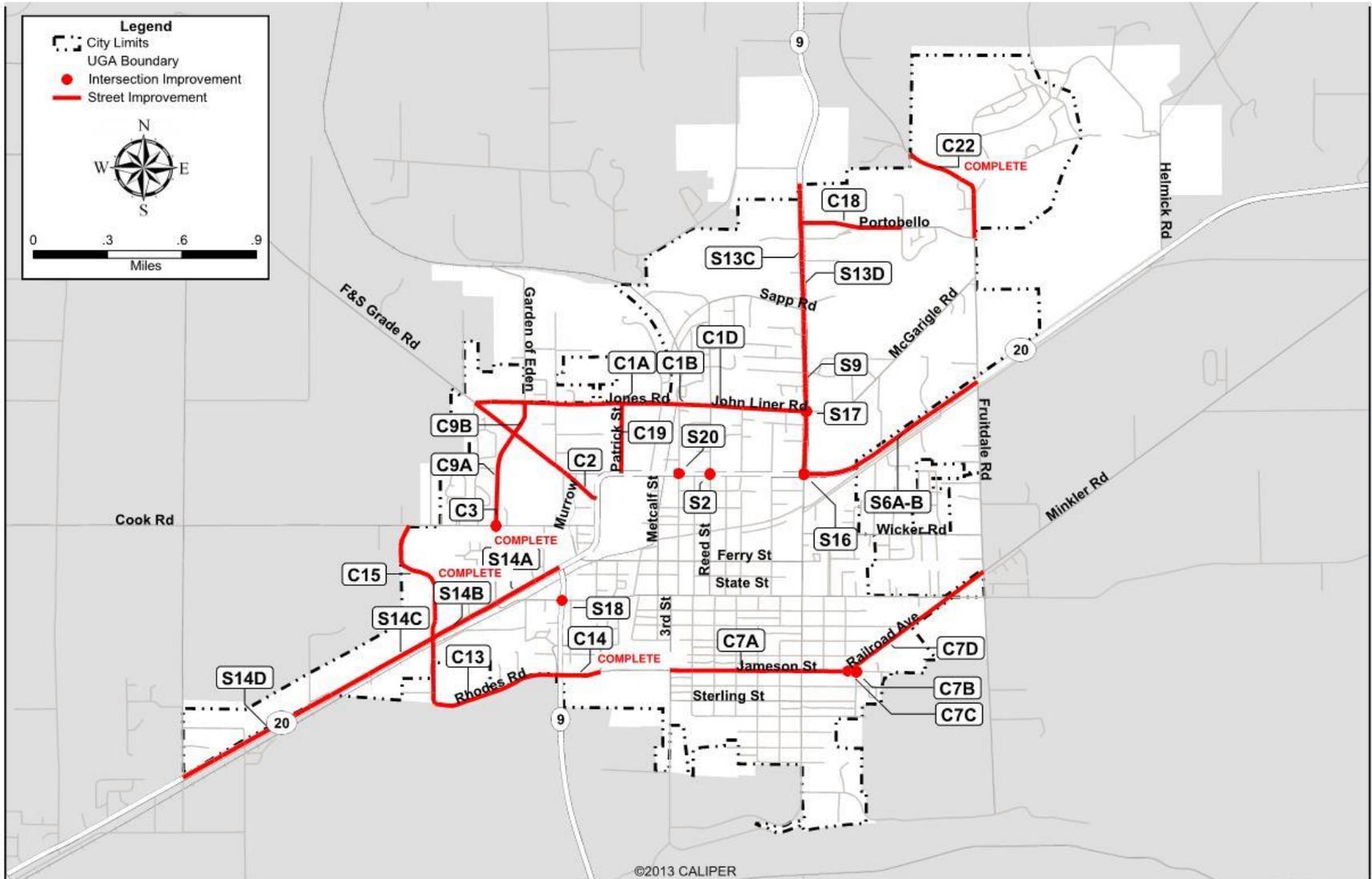
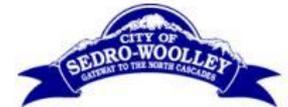
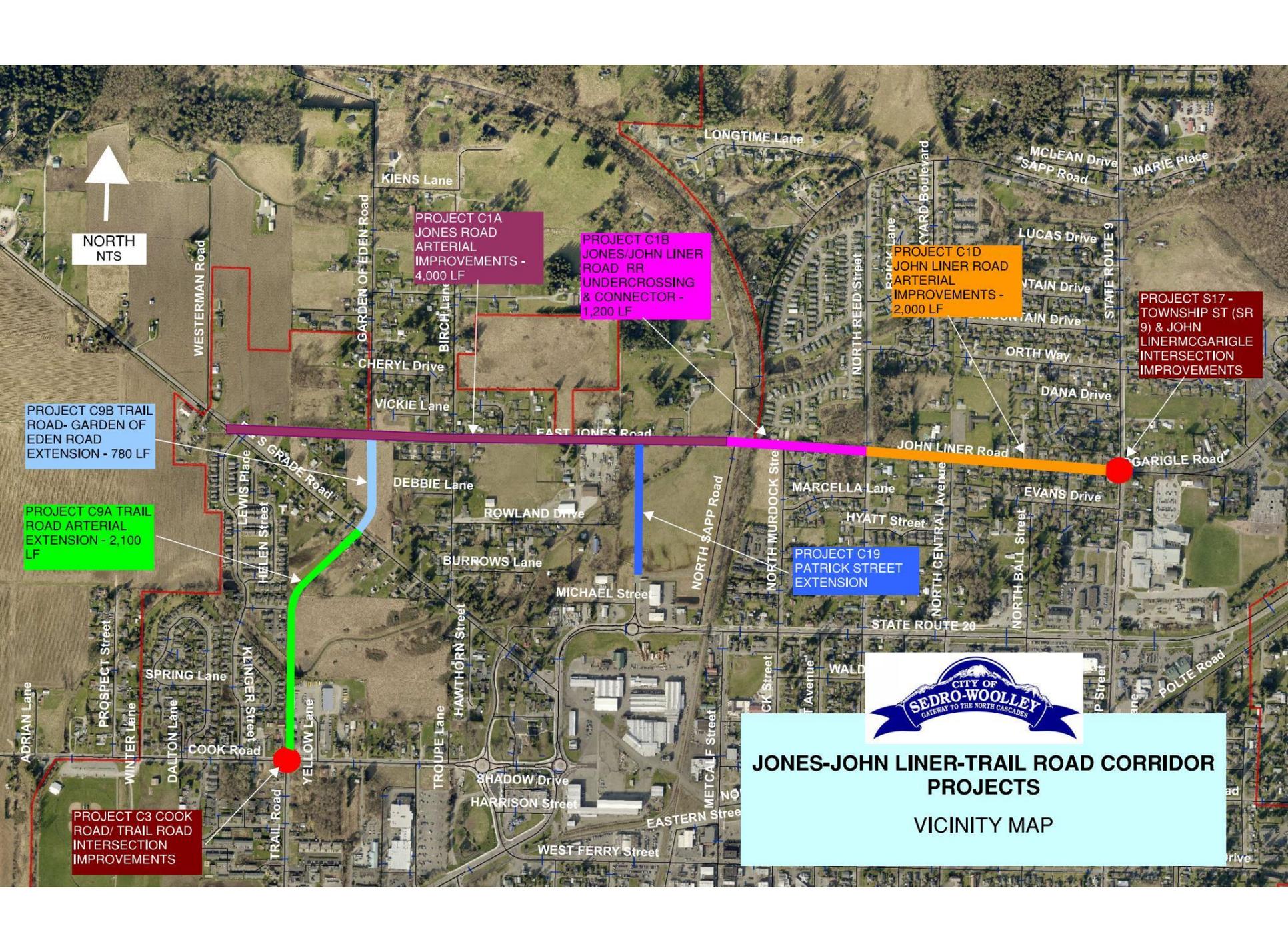


Figure 9

Impact Fee Eligible Projects - Corrected 4/20/2017

City of Sedro-Woolley





NORTH
NTS

PROJECT C9B TRAIL ROAD- GARDEN OF EDEN ROAD EXTENSION - 780 LF

PROJECT C9A TRAIL ROAD ARTERIAL EXTENSION - 2,100 LF

PROJECT C1A JONES ROAD ARTERIAL IMPROVEMENTS - 4,000 LF

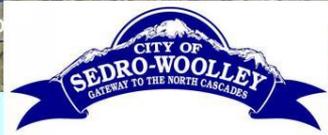
PROJECT C1B JONES/JOHN LINER ROAD RR UNDERCROSSING & CONNECTOR - 1,200 LF

PROJECT C1D JOHN LINER ROAD ARTERIAL IMPROVEMENTS - 2,000 LF

PROJECT S17 - TOWNSHIP ST (SR 9) & JOHN LINER/MCGARIGLE INTERSECTION IMPROVEMENTS

PROJECT C19 PATRICK STREET EXTENSION

PROJECT C3 COOK ROAD/ TRAIL ROAD INTERSECTION IMPROVEMENTS



JONES-JOHN LINER-TRAIL ROAD CORRIDOR PROJECTS
VICINITY MAP