

# Transportation Impact Fee Committee Meeting #2

12/13/22



# Agenda

- *Project list*
- *Cost Index adjustment*
- *Rate calculation*
- *Boundary options*

# Role of the Committee

- *Review changes to the fee schedule*
- *Review boundary options*
- *Advise on other issues brought forward by staff*

*2-3 final options will be taken to Plan Commission and Council for a decision*

# Impact Fee Webpage



Commercial

Impact Fees

## Transportation Impact Fees

### Current Impact Fee Code

- [SMC 17D.075 Transportation Impact Fees](#)
  - [Appendix A – 2023 Impact Fee Rate Schedules](#) (PDF 413 KB)
  - [Appendix A – 2022 Impact Fee Rate Schedules](#) (PDF 426 KB)
  - [Appendix A – 2021 Impact Fee Rate Schedules](#) (PDF 101 KB)
  - [Appendix A – 2019-2020 Impact Fee Rate Schedules](#) (PDF 5.1 MB)
  - [Appendix B – Service Area Map](#) (PDF 1.3 MB)
  - [Appendix D – Transportation Impact Fee Project List](#) (PDF 1.1 PDF)
- [Frequently Asked Questions](#) (PDF 56 KB)
- [Impact Fee Project Expenditures through 12-31-21](#) (PDF 89 KB)

### 2022 Update

City staff is working to update the district boundaries in the south and west part of the city. This effort includes an updated project list, cost estimates and a rate schedule. Staff will be working with the [Transportation Impact Fee Advisory Committee](#) from Nov 2022 through Jan 2023 before taking these revisions to the Plan Commission and City Council.



City map  
GIS interactive map



Online Permitting  
Building and development

### Contact Information

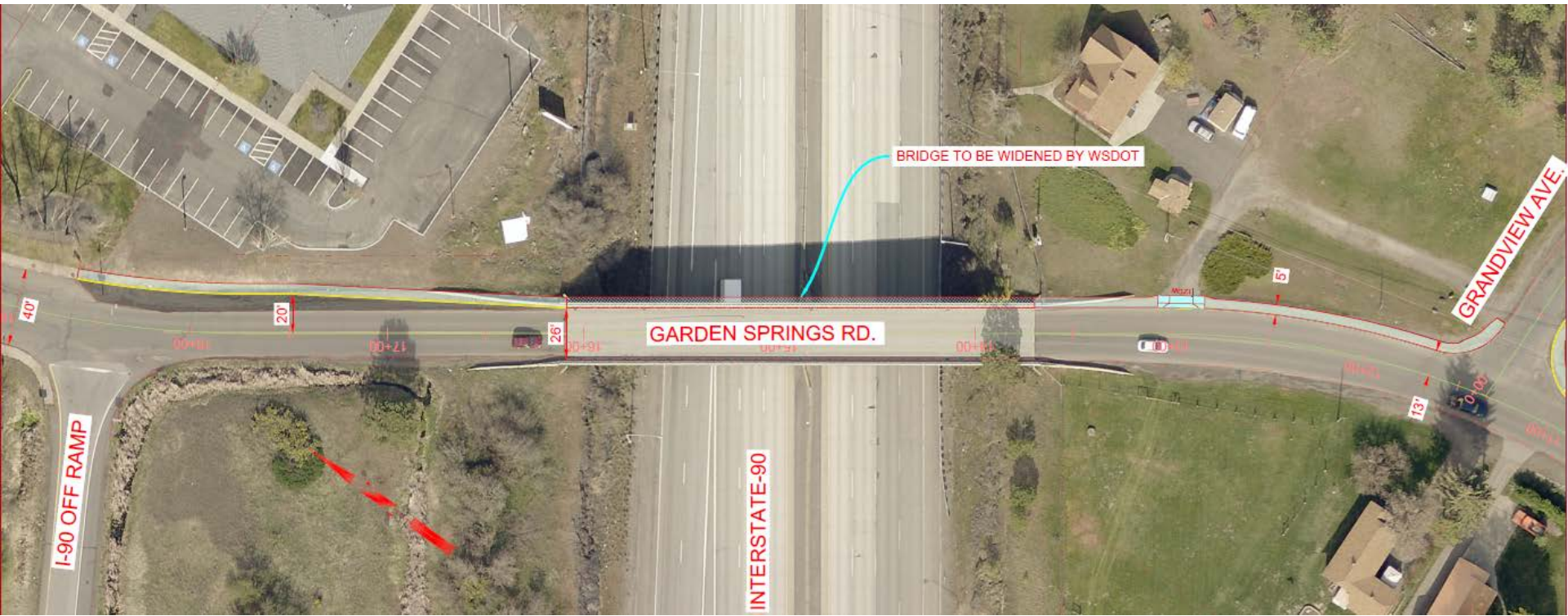
3rd Floor City Hall  
808 W Spokane Falls Blvd  
Spokane, WA 99201  
[PermitTeam@spokanecity.org](mailto:PermitTeam@spokanecity.org)

**Development Services Center**  
509.625.6300

# Project List



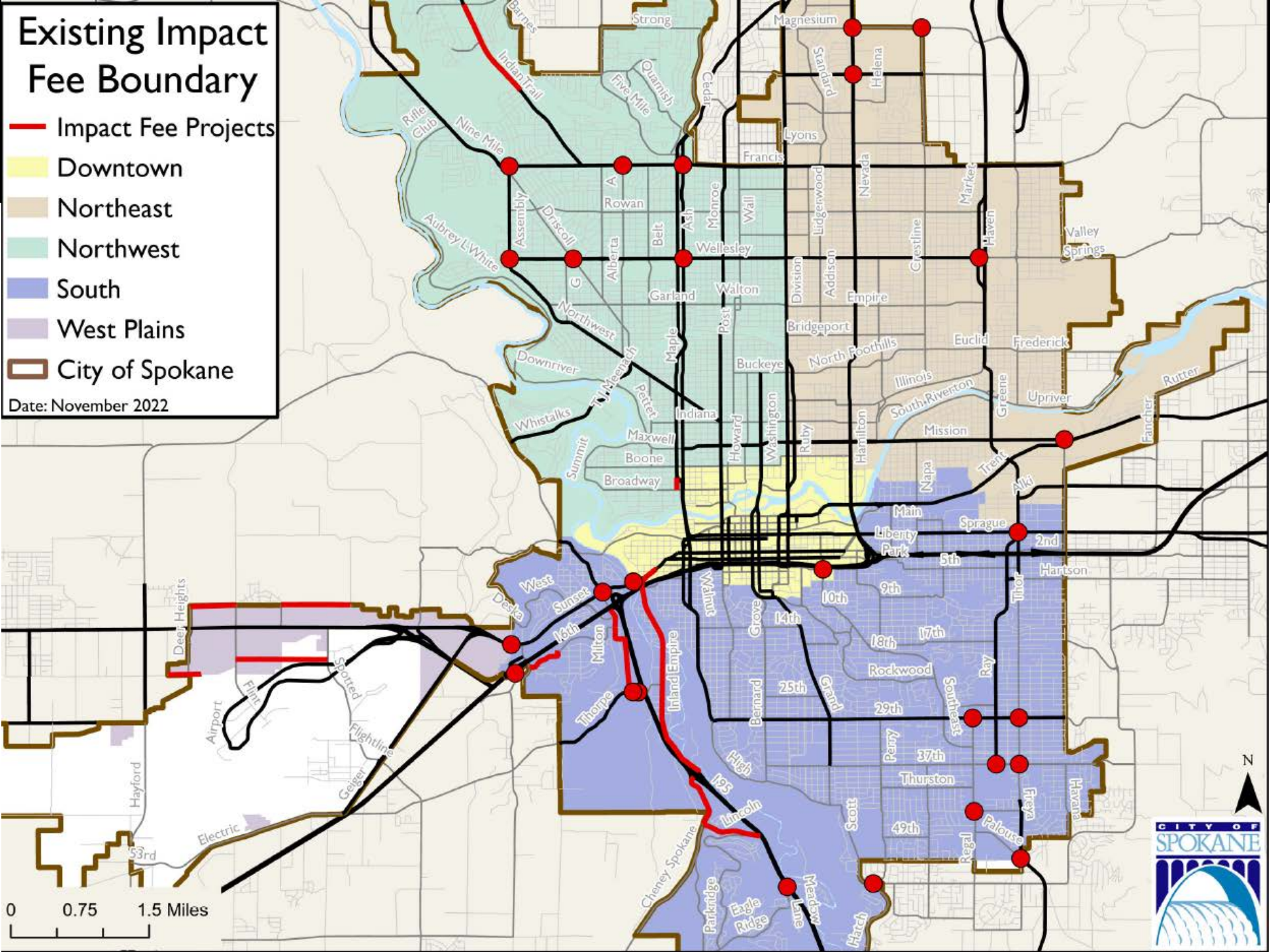
# Added projects



# Existing Impact Fee Boundary

- Impact Fee Projects
- Downtown
- Northeast
- Northwest
- South
- West Plains
- City of Spokane

Date: November 2022

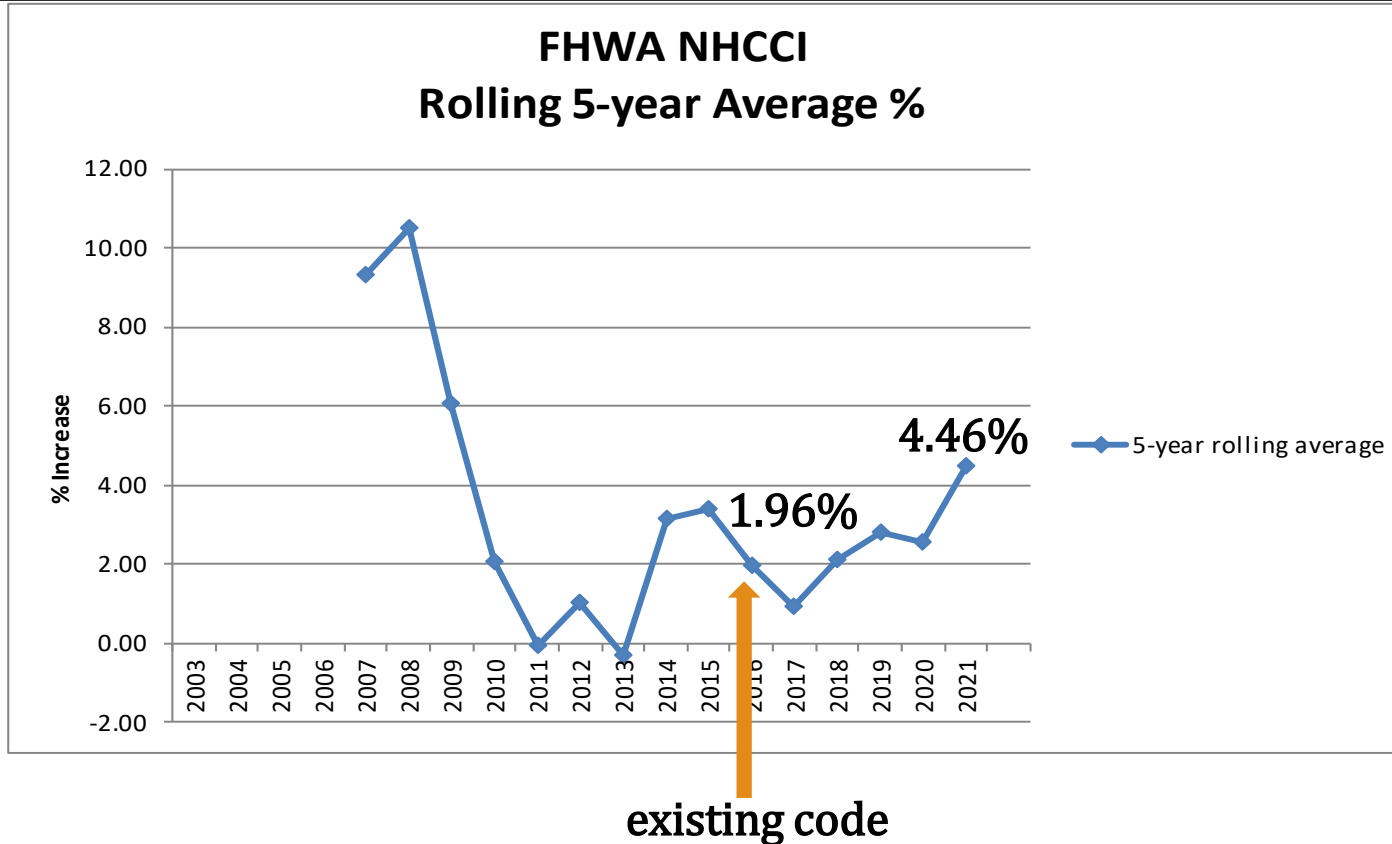


# Cost Index





# Annual rate adjustment



Revise code to allow adjustments based on the Rolling 5-year Average of the FHWA NHCCI with a cap of 5%, instead of a fixed rate.

# Rate Calculation



# Impact Fee Rate Calculation for each District

$$\text{Base Fee} = \frac{\text{Eligible Costs} * \text{Developer \%} * \text{System Factor}}{\text{Trip Ends}}$$

*Project Costs* – Eligible cost of all projects in district, existing conditions removed.

*Trip Ends* – growth in PM peak trips over 20 years from SRTC model.

*Developer %* = Share of the project assigned to developers based on capacity increase.

*System Factor* = Adjustment to ensure cost is not solely reliant on developers.

# Eligible Project Costs

RCW 82.02.050(4)

The capital facilities plan must identify “deficiencies in public facilities serving existing development and the means by which existing deficiencies will be eliminated within a reasonable period of time,” and must distinguish such deficiencies from “additional demands placed on existing public facilities by new development.”

Deficiencies are determined by the level of service (LOS) standards.

# Existing Conditions – Intersection LOS

	LOS Standard	Notes
Downtown Core, Centers and Corridors	F	<120 sec delay
Signals	E	
All-way stop	E	
Two-way stop*	E	Allow F in some cases based on queue length, volume, delay

Applies to city arterials only.

\* Tunnels are treated as two-way stops for delay and LOS purposes.

# Impact Fee Eligible Project Cost Intersections

Int ID	Intersection Name	Control Type	LOS Standard	2016		2040		Proposed Improvement
				Int. Delay	Int. LOS	Int. Delay	Int. LOS	
279	N Nevada St & E Hawthorne Road	Actuated-Uncoordinated	E	20.1	C	26.9	C	
292	Washington & North River Rd	Actuated-Coordinated	E	10.2	B	11.8	B	
294	Sherman St & 5th Ave	AWSC	E	54	F	55.1	F	Signal
295	Freya St & 5th Ave	Actuated-Coordinated	E	11.7	B	14.7	B	
299	N Ash St/Ash St & Five Mile Road	Actuated-Coordinated	E	15.1	B	20.1	C	
300	N Maple St & Five Mile Road	Actuated-Coordinated	E	15.3	B	17.1	B	
301	Division St & US-2	Actuated-Uncoordinated	D (exempt)	15.7	B	16.2	B	
302	Indian Trail Road & Pacific Park Dr	Actuated-Uncoordinated	E	9.6	A	112	F	Widen Indian Trail
303	Indian Trail Road & Barnes Rd	Actuated-Uncoordinated	F	7.7	A	9.2	A	
305	Regal St & Southeast Blvd/34th Ave	Actuated-Uncoordinated	E	9.8	A	10.9	B	
306	Monroe St & Bridge Ave-Summit Parkway	Actuated-Coordinated	F	7.9	A	8.6	A	
307	Hoerner Dr & Holland Ave	Actuated-Uncoordinated	E	9.1	A	11	B	
316	5th & Stevens	TWSC:Free NB-SB	E	17.2	C	19.6	C	
317	5th & Washington	TWSC:Free NB-SB	E	21.6	C	26.6	D	
321	Havana St & Broadway Ave	Pretimed	E	10.8	B	11.5	B	

5<sup>th</sup>/Sherman at 90%

All other intersections = 100%

# Impact Fee Rate Calculation for each District

$$\text{Base Fee} = \frac{\text{Eligible Costs} * \text{Developer \%} * \text{System Factor}}{\text{Trip Ends}}$$

*Project Costs* – Eligible cost of all projects in district, existing conditions removed.

*Trip Ends* – growth in PM peak trips over 20 years from SRTC model.

*Developer %* = Share of the project assigned to developers based on capacity increase.

*System Factor* = Adjustment to ensure cost is not solely reliant on developers.

# Proportionate Share

WAC 365-196-850(2)(b) and (C)

(b) Must not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development; and

(c) Must be used for system improvements that will reasonably benefit the new development.



# Use of Impact Fees

RCW 82.02.050

(2) Counties, cities, and towns that are required or choose to plan under RCW 36.70A.040 are authorized to impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new developments must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.

# Developer Share and System Factor

	Developer Share	System Factor
Intersections	10%-42%	90%
New arterials	50-60%	90%
Tunnel projects	65%	90%
Non-motorized	50%	90%

# Developer Share Intersections

Developer share based on % of capacity increase at intersection.

Example:

All way stop 1,700 vph to roundabout 2,500 per hour = 32% capacity increase

**Developer Share = ranges from 10% - 42%**

# Developer Share New Arterials

- Based on shifts in background traffic once the new road is built
- Estimate 20-50% of new capacity will go to existing traffic.
- Developer share would be 50-80%

**Recommended Developer Share = 50-60%**

# Developer Share Tunnel Projects



Existing Capacity = 850 vehicles/hour

Future Capacity = 2400 vehicles/hour

Capacity Increase = 1550 vehicles/hour

**Developer Share =  $1550/2400 = 65\%$  max**

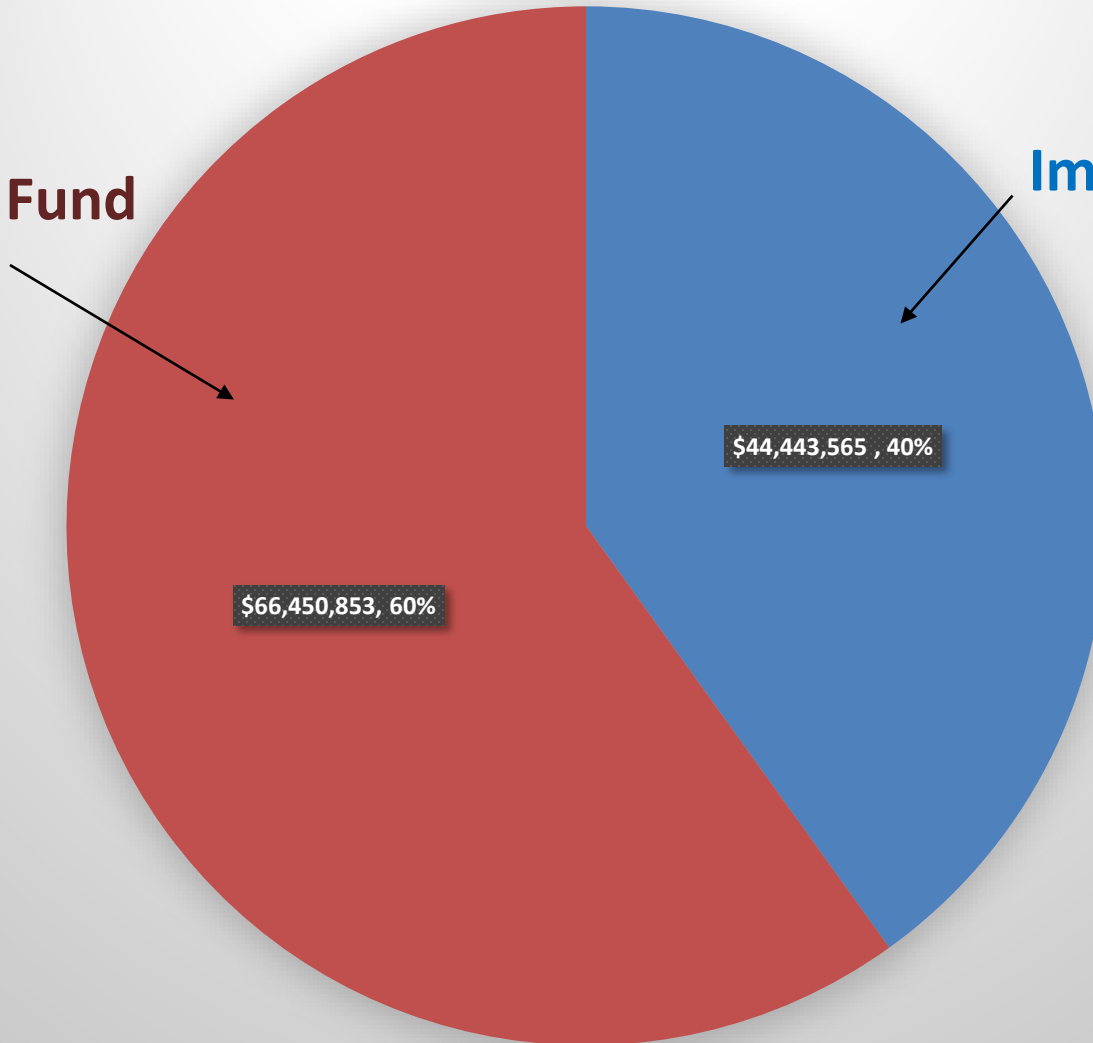
# Cost Calculations

Project	Description	Estimated Cost (in 2022 dollars)	Impact Fee Eligible Project Share <small>(removes existing conditions)</small>	Developer Share based on Capacity Increase %	System Factor	Needed from Impact Fees
5th Ave / Sherman St	Intersection - Install new traffic signal	<b>\$750,000</b>	90%	42%	90%	\$255,150
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	<b>\$290,000</b>	100%	50%	90%	\$130,500
D Bicycle Improvements	stripe bike facilities on arterials, , crossing improvements	<b>\$500,000</b>	100%	50%	90%	\$225,000
D Pedestrian Improvements	install pedestrian facilities on arterials	<b>\$500,000</b>	100%	50%	90%	\$225,000
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	<b>\$167,707</b>	100%	19%	90%	\$28,678
29th/ Regal	EBR slip lane, bike lanes N-S, new cabinet, signal pole	<b>\$520,000</b>	100%	13%	90%	\$60,840
37th / Ray, 37th/Freya	37th/Ray roundabout or realignment with signal. Includes modifications to Ferris High School driveways. Signalize 37th/Freya.	<b>\$5,800,000</b>	100%	31%	90%	\$1,618,200
57th/Hatch	Intersection capacity improvements - needs further analysis	<b>\$421,927</b>	100%	20%	90%	\$75,947
44th/Regal	Widen northbound approach to 2 lanes	<b>\$598,679</b>	100%	13%	90%	\$70,045
Freya / Palouse Hwy	roundabout (or turn lanes)	<b>\$4,987,000</b>	100%	32%	90%	\$1,436,256

# Funding Summary for Impact Fee Projects

Grants  
Arterial Fund  
?

Impact Fees



# What can we adjust?

- ***Developer share on non-motorized  $\pm 50\%$***
- ***Developer share on new arterials 30-80%***
- ***Developer share on tunnels  $<65\%$***
- ***System Factor  $\pm 90\%$***





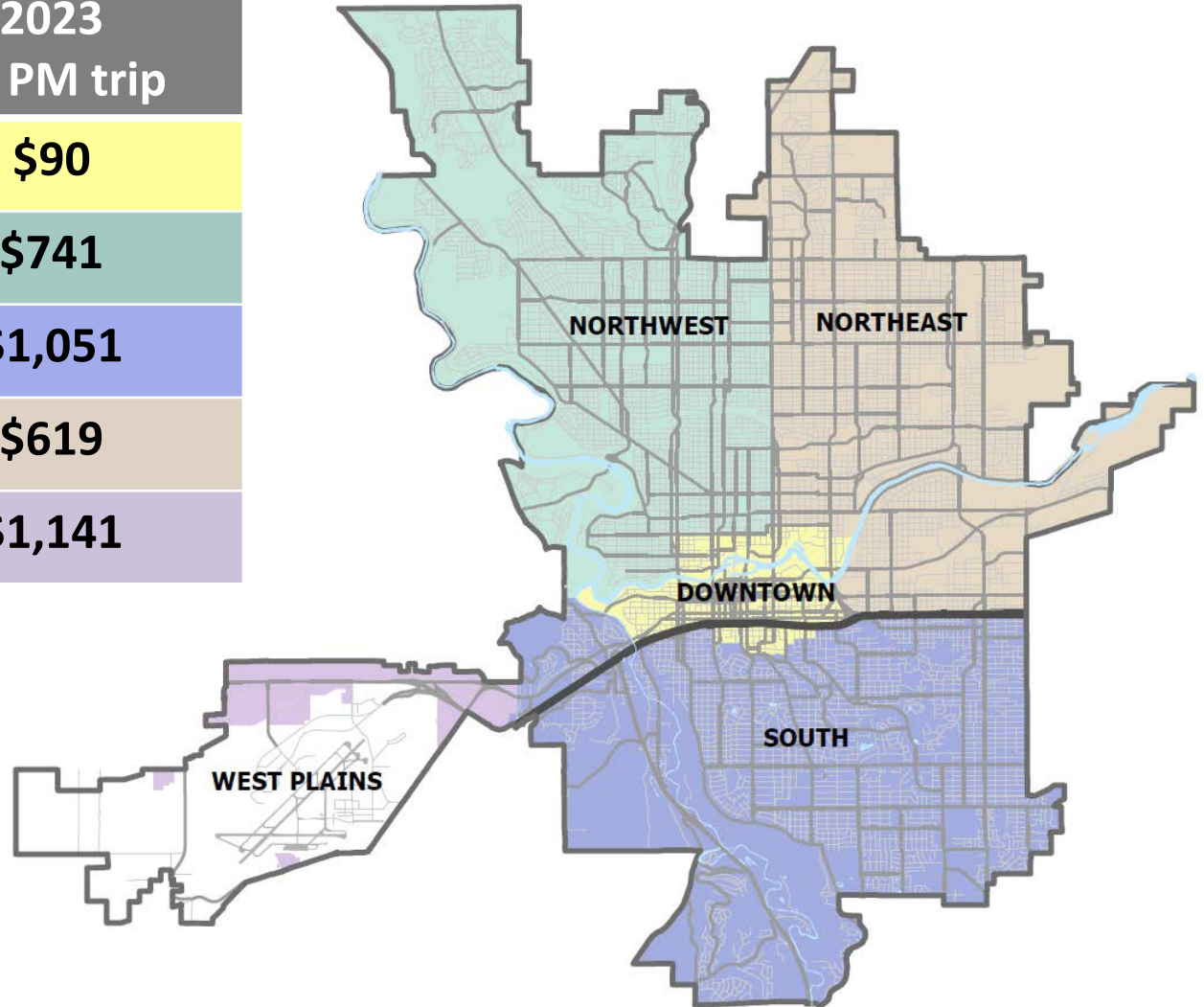
# District Boundary Options



# Existing Districts & Rates

Service Area	2023 \$ / PM trip
Downtown	\$90
Northwest	\$741
South	\$1,051
Northeast	\$619
West Plains	\$1,141

*Increases annually  
with inflation.*

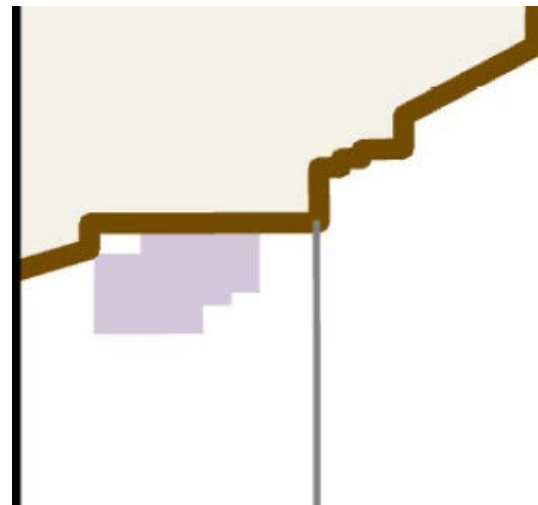
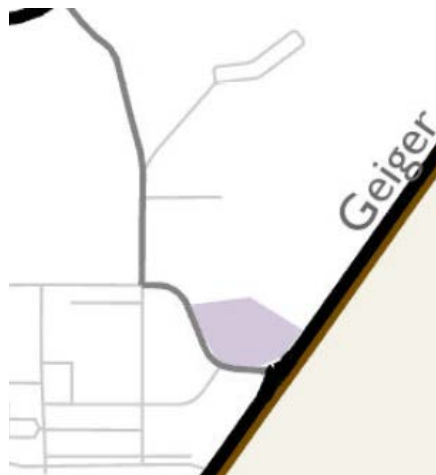


# Administrative corrections

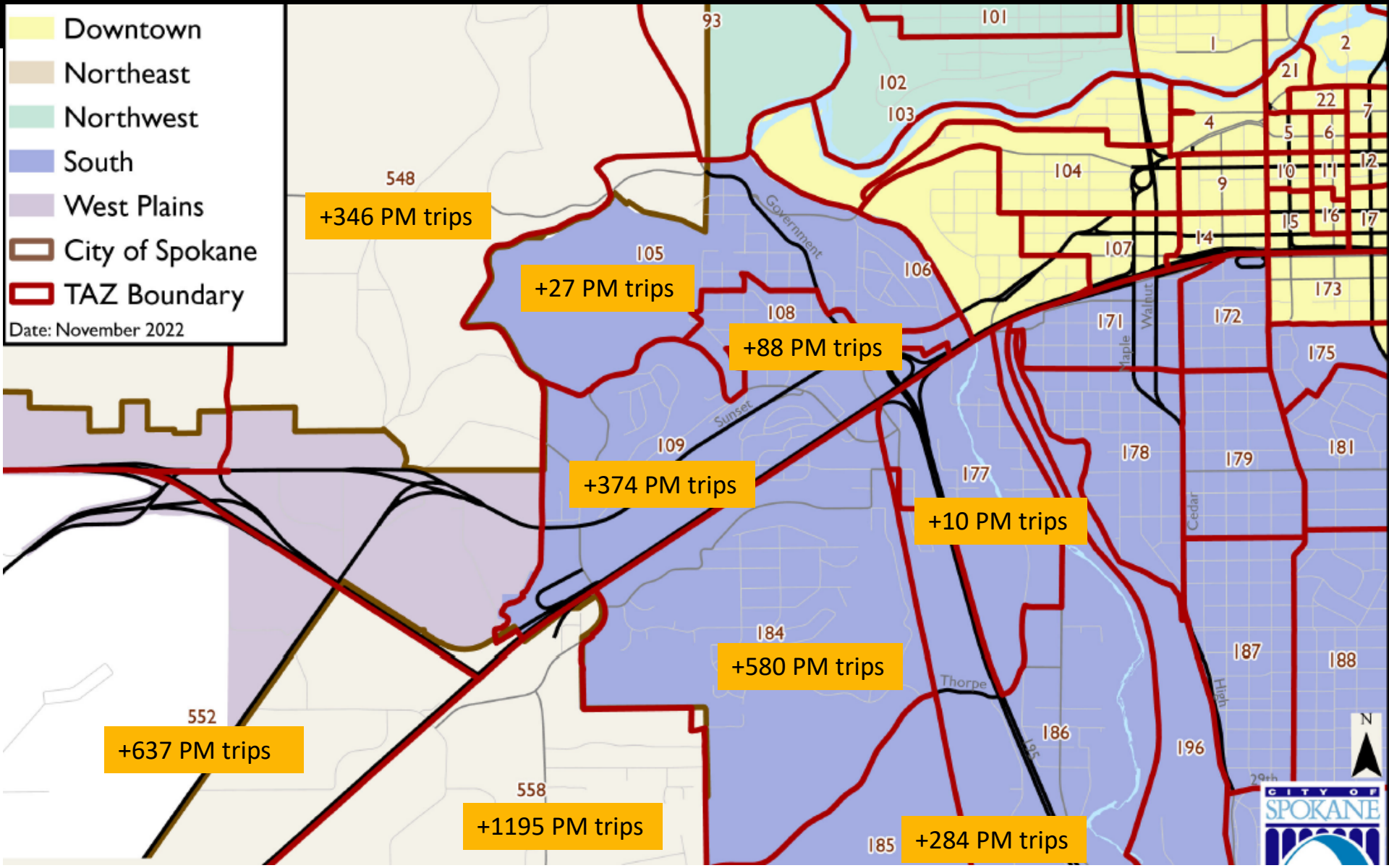
***South – add recent annexation area bordered by Regal, 53<sup>rd</sup>, Freya and 55<sup>th</sup>***

***West Plains – add parcels sold by Spokane***

***Airport*** (half of 25291.9050, 25291.9062, 25335.0502 & 15361.1102)



# Trip End Growth by TAZ

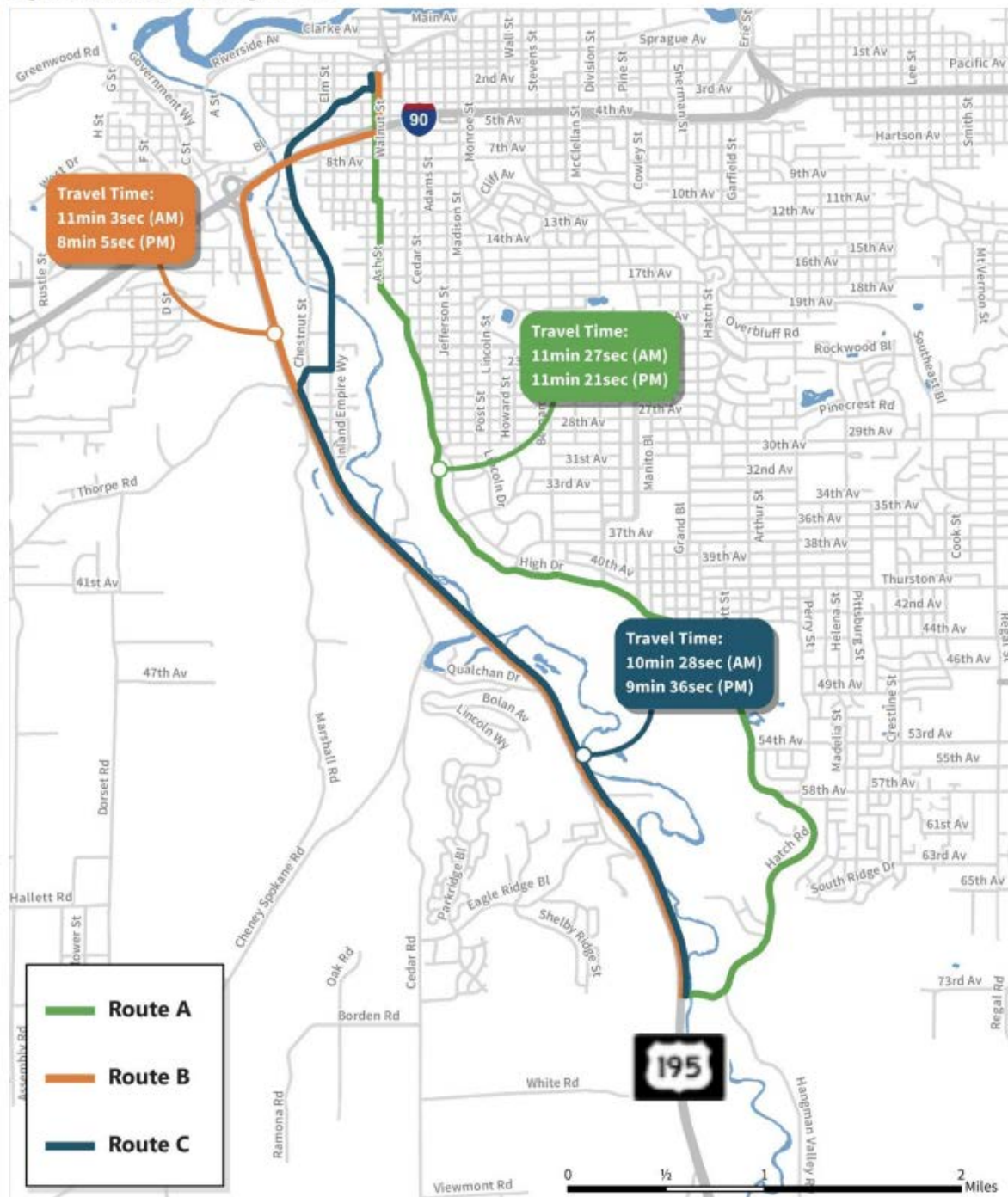


# Guidelines for District Boundaries

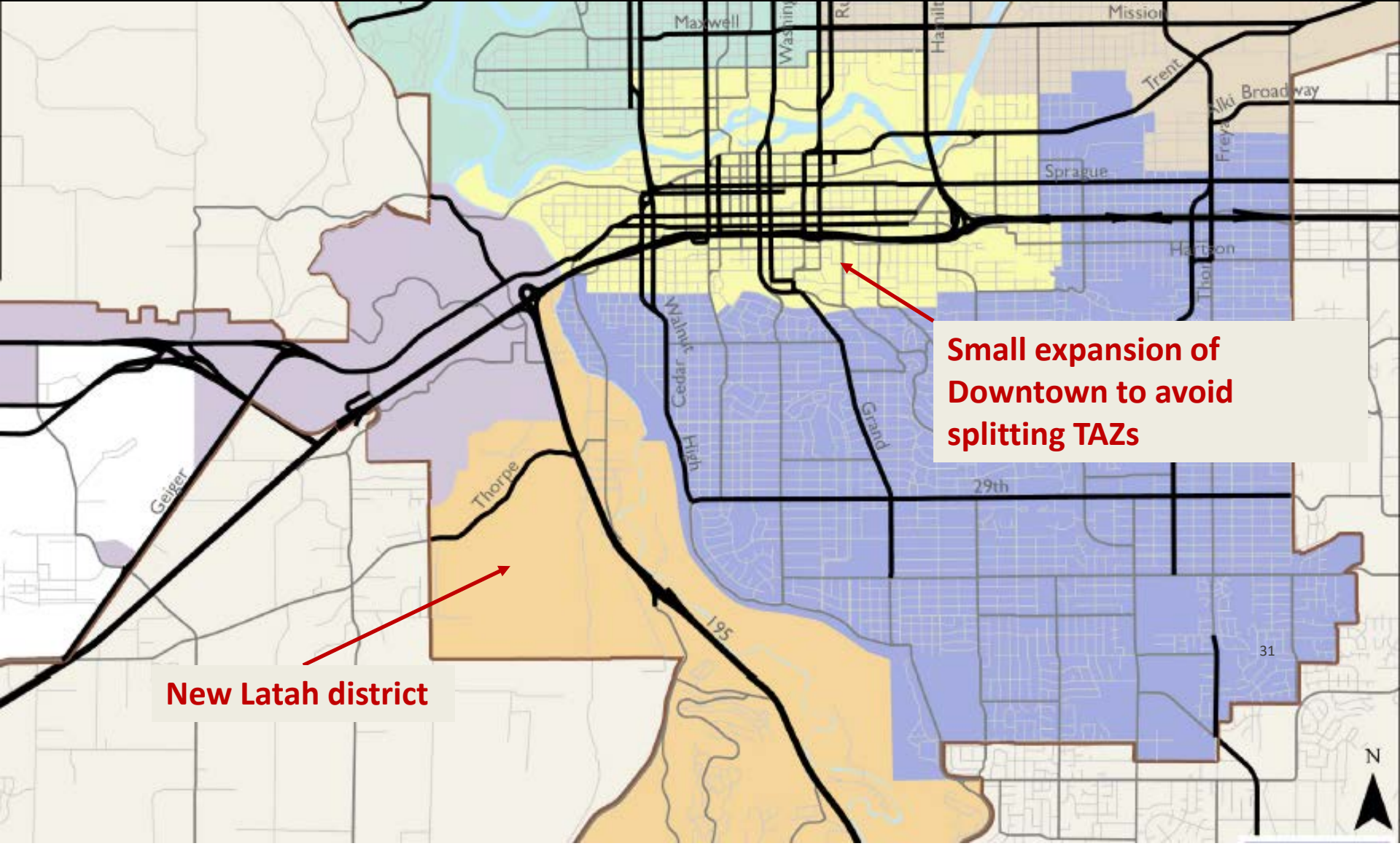
- *Follow TAZ boundaries*
- *Consider daily travel patterns*
- *Each district needs multiple projects*
- *Physical barriers (river, bluff, railroad, highway)*



Figure 8. Travel Time by Route



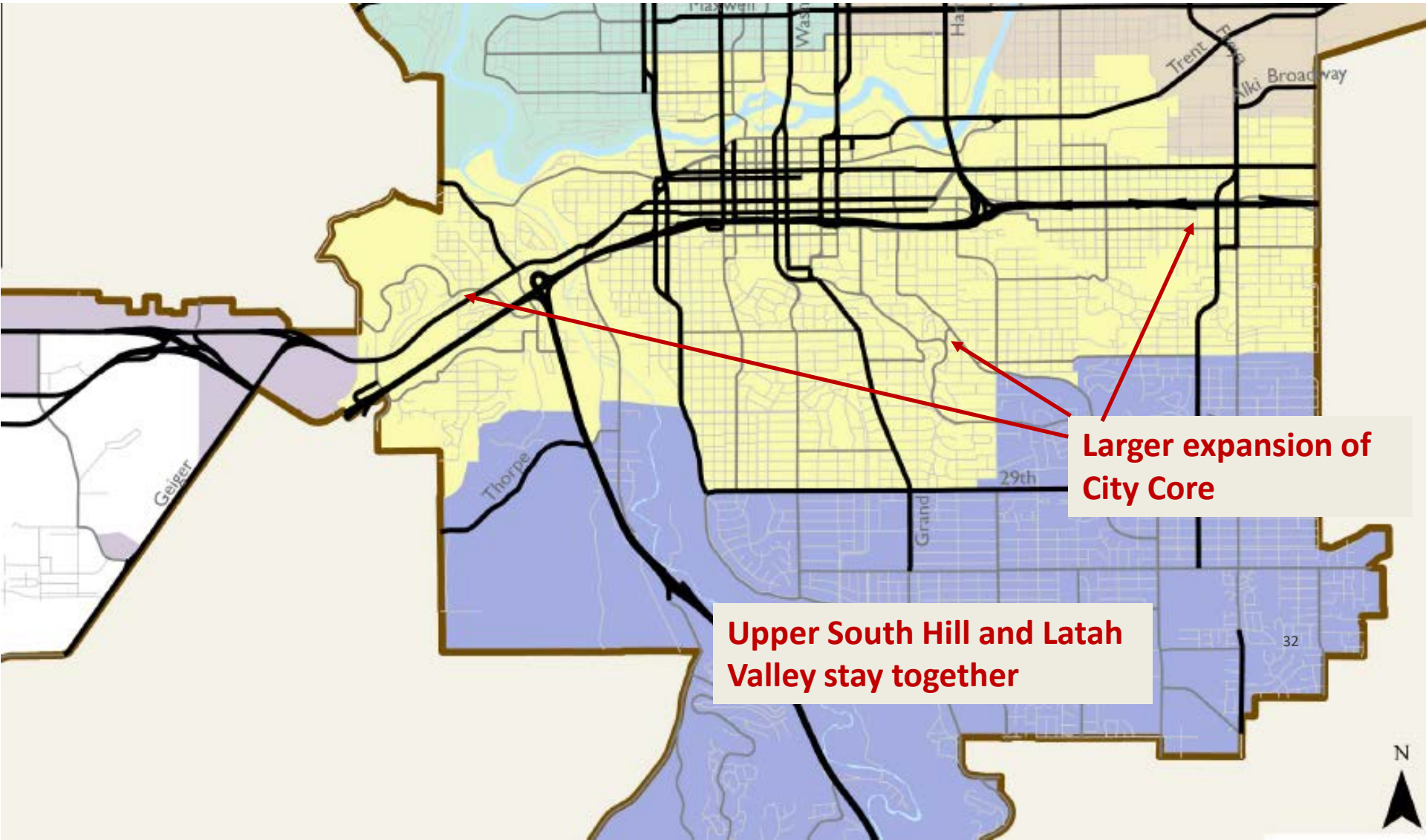
# Boundary Option #2



**New Latah district**

**Small expansion of  
Downtown to avoid  
splitting TAZs**

# Boundary Option #4 (revised)

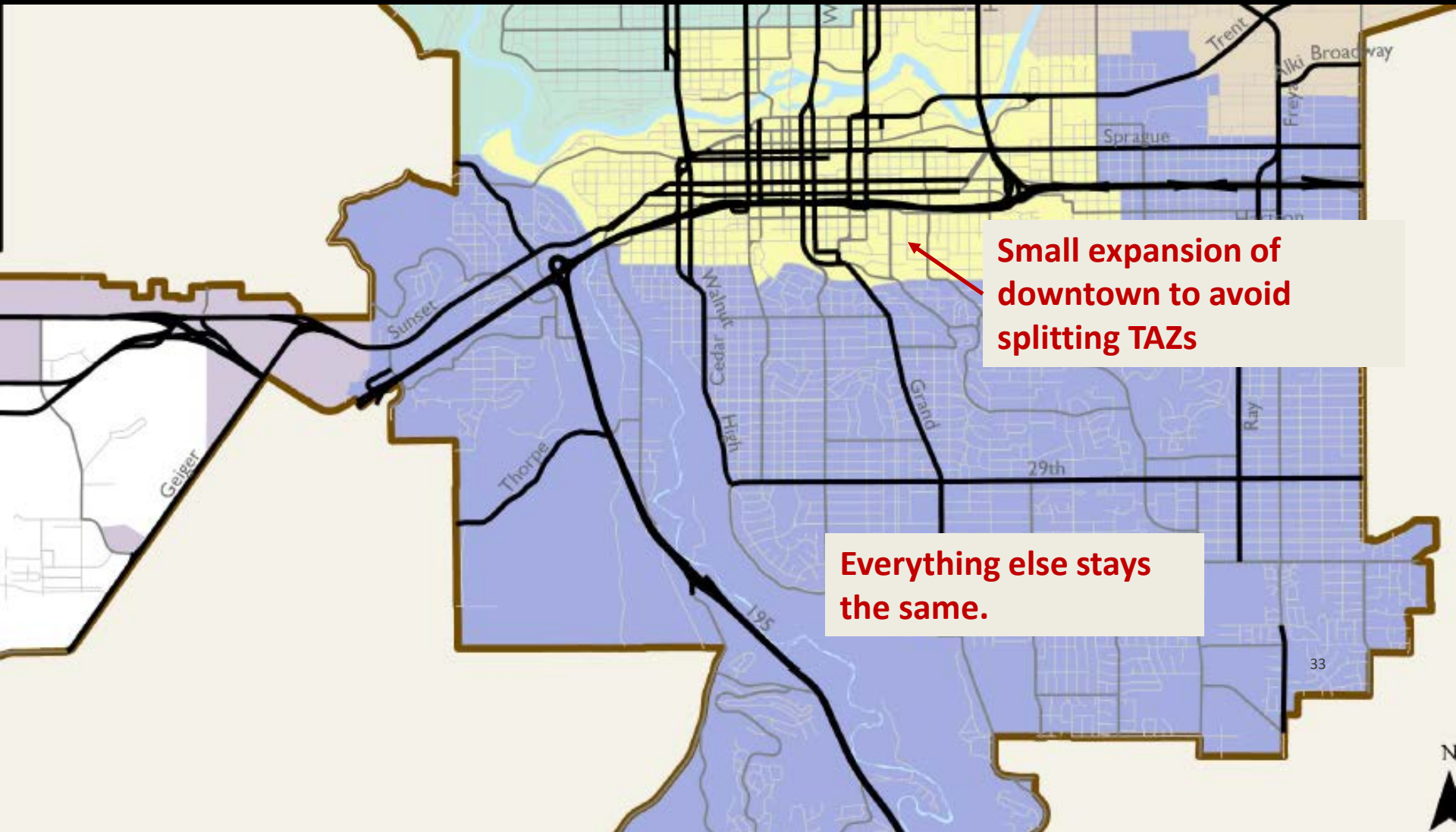


**Larger expansion of City Core**

**Upper South Hill and Latah Valley stay together**



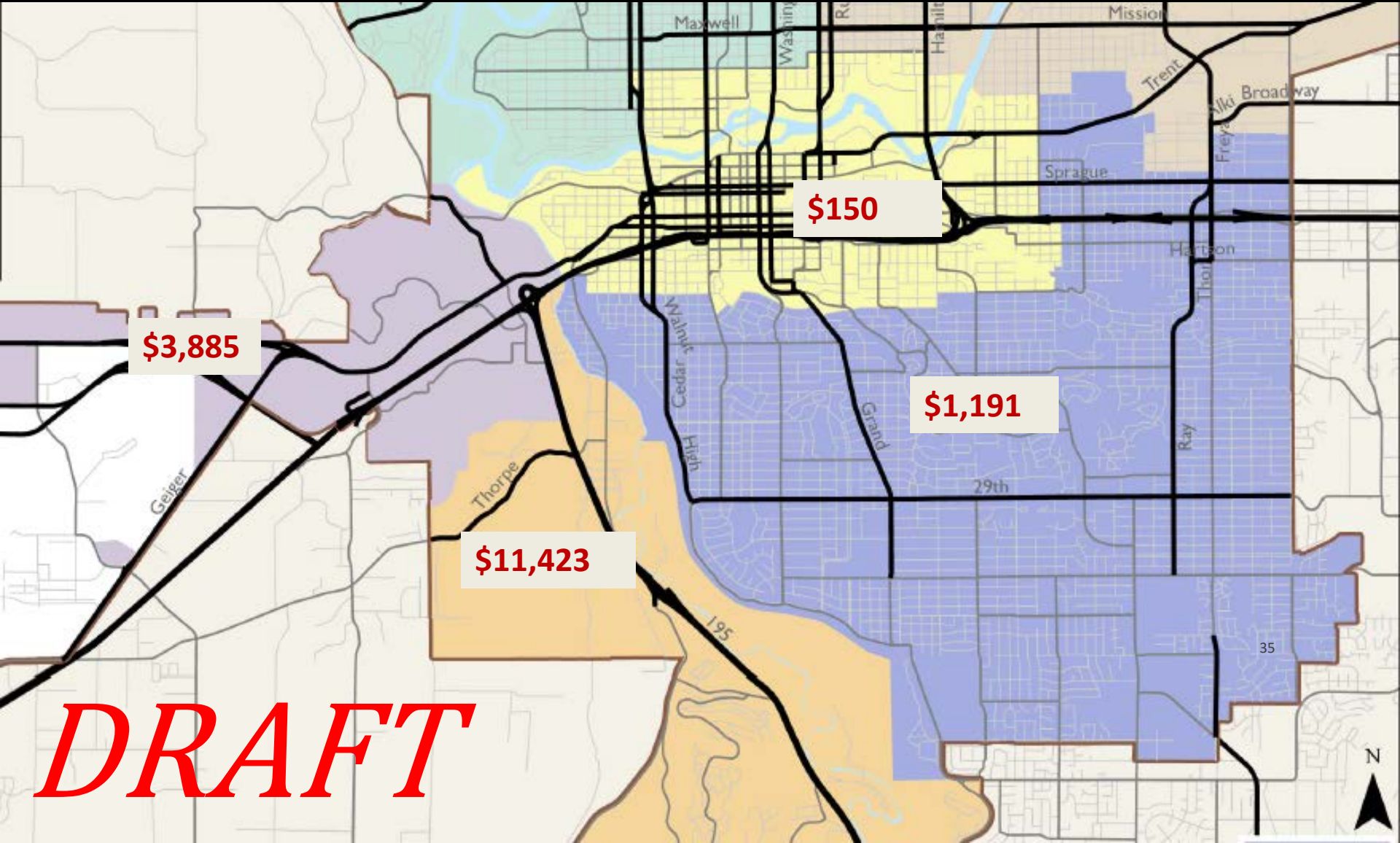
# Boundary Option #5



# Draft Rates

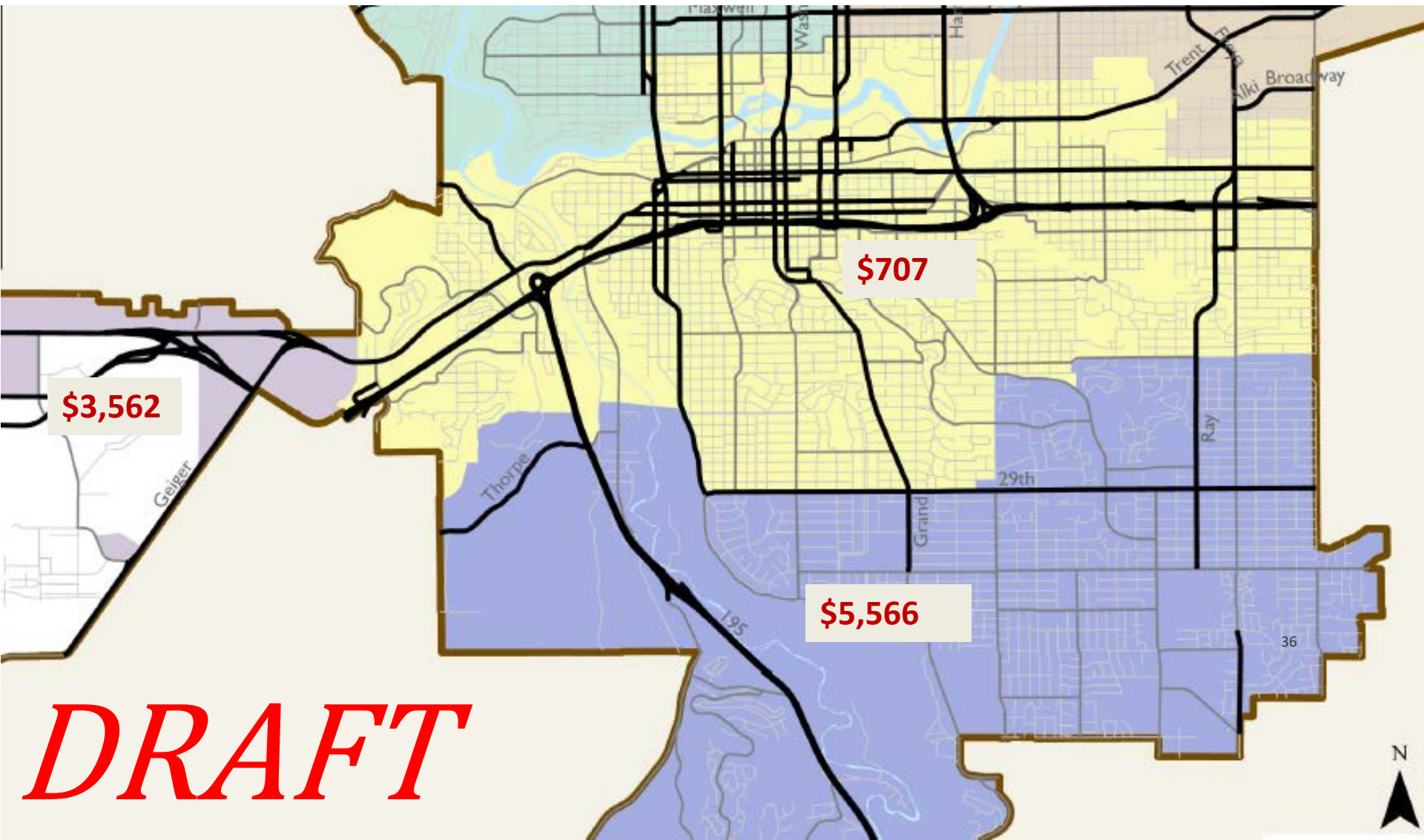
Service Area	Existing Boundaries			Option 2			Option 4			Option 5		
	Developer Share of Project Costs	2019-2045 PM Peak Trip Ends	Impact Fee per Trip	Developer Share of Project Costs	2019-2045 PM Peak Trip Ends	Impact Fee per Trip	Developer Share of Project Costs	2019-2045 PM Peak Trip Ends	Impact Fee per Trip	Developer Share of Project Costs	2019-2045 PM Peak Trip Ends	Impact Fee per Trip
Downtown	\$838,432	3734	\$225	\$838,432	5575	\$150	\$4,537,611	6417	\$707	\$838,432	5575	\$131
South Hill	\$30,218,374	7448	\$4,057	\$3,517,987	2954	\$1,191	\$26,519,194	4765	\$5,566	\$30,218,374	5608	\$6,342
Latah	-	-	-	\$23,001,208	2014	\$11,423	-	-	-	-	-	-
West Plains	\$13,386,760	3758	\$3,562	\$17,085,939	4398	\$3,885	\$13,386,760	3758	\$3,562	\$13,386,760	3758	\$3,562
West Hills	-	-	-	-	-	-	-	-	-	-	-	-

# Boundary Option #2 with rates

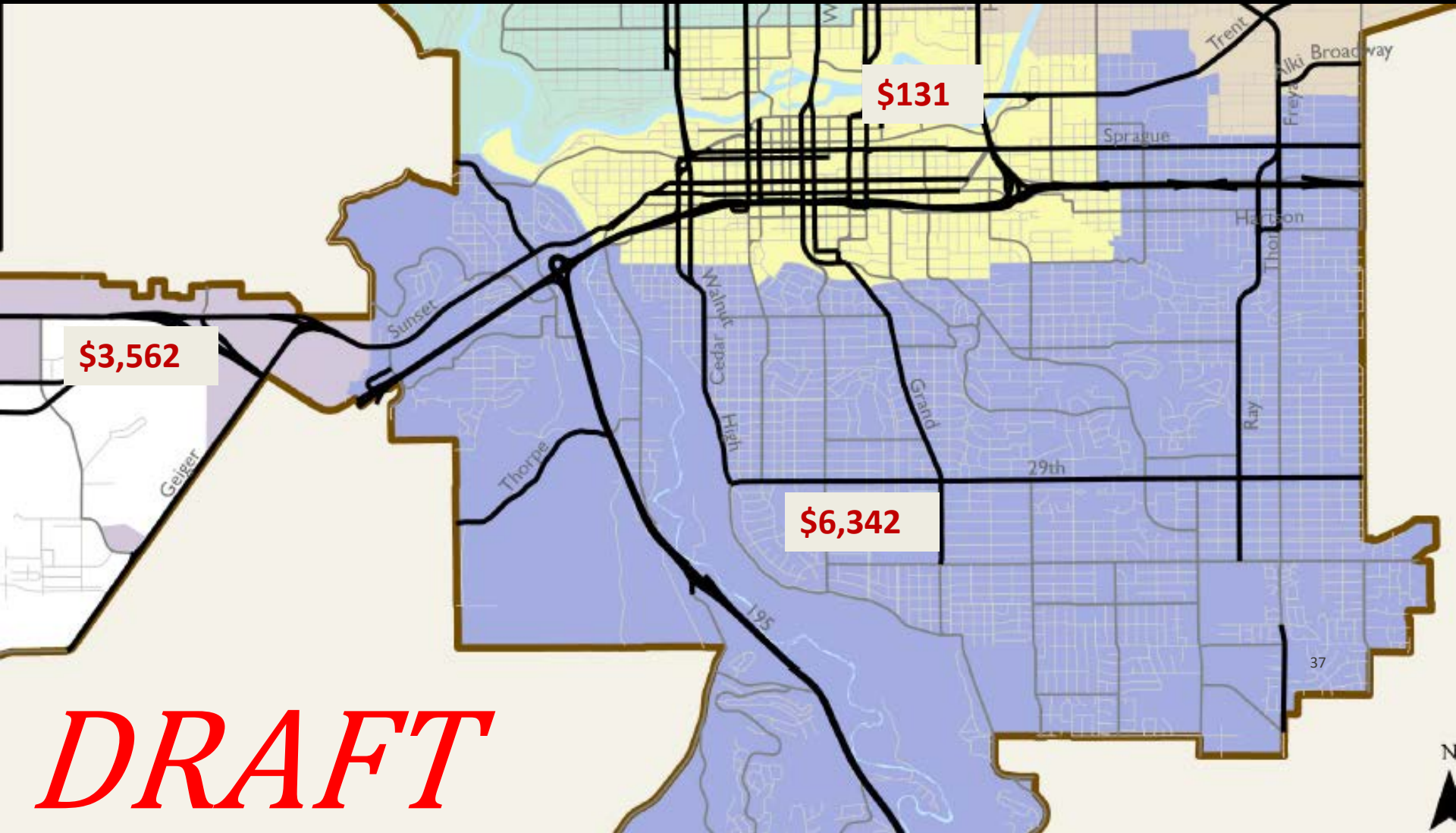


***DRAFT***

# Boundary Option #4 with rates



# Boundary Option #5 with rates



***DRAFT***

# Next Steps

Impact Fee Committee Meeting #3 – Jan 2023

Plan Commission Workshop – Feb 8<sup>th</sup>, 2023

Plan Commission Hearing – Feb 22<sup>nd</sup>, 2023

PIES – Feb 27<sup>th</sup>, 2023

Council approval - March 2023

# Extra Slides

# Impact Fee Eligible Project Cost New Arterials

No existing deficiencies per LOS standards.

US 195/I-90 ramp operates at LOS D per the most recent study.

Impact Fee Eligible Project Cost = 100%



# Impact Fee Eligible Project Cost Tunnels



Treat like a two-way stop intersection. The tunnels operate below capacity and delay is less than 80 seconds so LOS E or better.

Impact Fee Eligible Project Cost = 100%

# Impact Fee Eligible Project Cost Non-Motorized

The City's bicycle and pedestrian concurrency standard require building at least 1% of the bicycle network each year and an average of 2 miles of sidewalk. The City has consistently met these targets since the standard was introduced. Therefore, there is no existing deficiency.

All non-motorized projects in the program are increasing capacity and therefore 100% eligible impact fee expenses.

**Impact Fee Eligible Project Cost = 100%**