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## COMMUNITY PLANNING

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### MEMORANDUM

TO: Board of County Councilors

FROM: Matt Hermen, Planner III  
David Jardin, Concurrency Engineer

DATE: August 31, 2015

SUBJECT: History of the Rural 2 TIF District and Residential Trip Generation Rates

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#### **Rural 2 TIF District History**

Rural 2 TIF district was created in 2007 with passage of Ordinance 2007-09-14. The existing boundaries created in 2007 remain intact today. The Rural 2 TIF rate was originally proposed at \$154. The \$154 TIF rate was based on the districts contribution to regional projects, as well as on-going programs. The BOCC directed staff at a worksession on August 29, 2007 to revise rates to include the regional projects only, not the ongoing programs. This direction resulted in the Rural 2 TIF district rate of \$71 per average daily trip, approved in Ordinance 2007-09-14. The current rate of \$52 was a result of completed projects, revenue adjustments, and changes to the concurrency ordinance. The concurrency ordinance lowered the level of service standards on the County's transportation network. This change in concurrency subsequently changed the Capital Facilities Plan (CFP) from a \$952 million plan to \$532 million. Because TIF rates are a product of the CFP, TIF rates decreased as well. The 2007-2024 and 2014-2033 Capital Facilities Plans are attached as exhibits to this memorandum.

**Table 1**

**Rural 2 TIF District Rates 2007-2015**

	2007 - 2008 <sup>1</sup>	2009 <sup>2</sup>	2010 <sup>3</sup>	2011 <sup>4</sup>	2012 <sup>5</sup>	2013 <sup>6</sup>	2014 <sup>7</sup>	2014 CFP Amendment	2015 Proposal
Rural 2 TIF District Rate	\$ 72	\$ 73	\$ 72	\$ 73	\$ 76	\$ 79	\$ 85	\$ 52	\$ 265
Inflation Rate*		1.3%	-0.9%	0.7%	4.0%	4.0%	7.7%		
NE 99th St	\$ 3	\$ 3	\$ 3	\$ 3	\$ 3	Project Costs Not Specified	Project Costs Not Specified	\$ 1	\$ 2
NE 119th St	\$ 12	\$ 12	\$ 12	\$ 12	\$ 12			\$ 13	\$ 20
NE 179th St	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1			\$ -	\$ 6
NE 50th St	\$ 5	\$ 5	\$ 5	\$ 5	\$ 5			\$ -	\$ -
NE 137th / 142nd Ave	\$ 7	\$ 8	\$ 8	\$ 8	\$ 8			\$ -	\$ -
Salmon Creek Interchange	\$ 13	\$ 13	\$ 13	\$ 13	\$ 14			\$ 7	\$ -
Unspecified General Improvements	\$ 31	\$ 32	\$ 31	\$ 33	\$ 34			\$ 31	\$ -
NE 94th Ave									
Hwy 99								\$ 1	
NE 10th Ave								\$ 13	
Ward Rd								\$ 45	
Salmon Creek Ave								\$ 14	
NE 182nd @ SR-500								\$ 1	
NE 15th Ave								\$ 1	
Rural Road Improvement Program – See Table 2 for details									\$ 161

\*Inflation Rate is applied to all TIF districts. Rural 2 TIF District Rate is only shown to provide specificity.

<sup>1</sup> Ordinance 2007-09-14  
<sup>2</sup> Ordinance 2009-02-12  
<sup>3</sup> Ordinance 2010-04-03  
<sup>4</sup> Resolution 2011-06-10  
<sup>5</sup> Memorandum 7-24-2012  
<sup>6</sup> Memorandum 1-4-2013  
<sup>7</sup> Memorandum 1-7-2014

Table 2	
Rural Road Improvement Program Details	
Programming in 2015-2020 Transportation Improvement Program (TIP)	Total Cost
Carty Road Reconstruction	\$2,258,000
NE 299 <sup>th</sup> St.: NE 82 <sup>nd</sup> Ave – SR-503	\$1,346,000
NE Blair Road: NE 19 <sup>th</sup> St. – NE Washougal River Road	\$1,836,000
NE Manley Road: NE 244 <sup>th</sup> St. – NE 82 <sup>nd</sup> Ave	\$2,174,000
NW Hayes Rd.: Woodland Bridge – Cardai Hill Road	\$403,000

### Rural District Proposed

The 2015 TIF Program Update analyzed different concepts for the rural area of Clark County. The task force committees determined that the lack of projects in both the rural districts makes sense to combine the two districts into one rural district. The two districts share the cost of one on-going program; the Rural Road Improvement Program. Forming one Rural District allows TIF credit holders greater flexibility to trade, buy and sell existing credits. Therefore, the Technical Advisory Group, Stakeholder Advisory Group, DEAB and Planning Commission recommended one rural district.

The projects that contribute to the overall Rural 2 TIF district rate were determined by the consultant’s independent project level analysis. If the Board chooses to maintain a Rural 1 and Rural 2 TIF district the forecasted rates would be \$282 for Rural 1 and \$265 for Rural 2. These rates include one on-going program, the Rural Road Improvement Program. The Rural Road Improvement Program consists of shoulder widening, intersection improvements and upgrades, in addition to hot-mix asphalt overlays. The total project cost over the 20-year Capital Facilities Plan is \$40,979,000, of that 36% or \$14,612,000 is TIF eligible. Since the current Comprehensive Plan forecasts the Rural 2 TIF district to increase transportation trips by 37% in the entire rural area, \$5,366,928 is assigned to the Rural 2 TIF district. If the Board decides to remove on-going programs from the TIF rate calculation, as previous Boards have done, the Rural 2 rate would be \$104. If the Board chose to accept the Planning Commission recommendation for one rural TIF district and remove the on-going programs from the TIF rate calculation, the combined Rural TIF district rate would be \$113. It is a policy decision by the Board to remove the on-going programs from the TIF rate calculation and have the rest of the county subsidize the rural area.

### Residential Trip Generation Rates

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* defines Single Family Detached Housing as “all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.” The manual continues to state, “As expected, dwelling units that were larger in size, more expensive, or farther away from the central business district (CBD) had a higher rate of trip generation per unit than those smaller in size, less expensive, or closer to the CBD.” “Single Family detached units had the highest trip generation rate per dwelling unit of all residential uses, because they were the

largest units in size and had more residents and more vehicles per unit than other residential land uses; they were generally located farther away from shopping centers, employment areas and other trip attractors than other residential land uses; and they generally had fewer alternate modes of transportation available, because they were not as concentrated as other residential land uses.”

Both the TIF Technical Document and the ITE Trip Generation Manual define distinct land uses for multi-family developments. These distinct land uses include apartments (6.65 ADT) and condo/townhomes (5.81 ADT). The ITE Trip Generation Manual defines apartments as, “rental dwelling units that are located within the same building with at least three other dwelling units...” Condominium/townhomes are defined as, “ ownership units that have at least one other owned unit within the same building structure.”

Independent Trip Generation Studies

Staff researched jurisdictions throughout the northwest, as well as, along the west coast to find out if there were jurisdictions that:

- Have created Trip Generation Rates based on local data using the ITE trip generation study methodology; or,
- Have Trip Generation Rates based on a policy decision; or,
- Have created Trip Generation Rates using methodology other than ITE.

Staff found two jurisdictions on the west coast that have developed trip generation rates based from local data and the ITE trip generation study methodology. The following table lists the jurisdiction, residential land use type and the local trip generation rate per dwelling unit.

<b>Table 3</b>			
<b>Jurisdictions not using ITE Trip Generation Manual</b>			
Jurisdiction	ITE Land Use Code	ITE ADT Rate	Actual ADT Rate
San Jose, CA	210 - Single Family Detached	9.52	9.9
	220 - Apartment	6.65	6.0
	230 - Condominium/Townhouse	5.81	7.5
San Diego, CA	210 - Single Family Detached	9.52	10.0
	220 - Apartment	6.65	
	230 - Condominium/Townhouse	5.81	
	Multiple Dwelling Unit - < 20 units/acre		8.0
	Multiple Dwelling Unit - => 20 units/acre		6.0

As shown in the table above, the data is consistent with the ITE trip generation rates.

TIF calculation impacts related to using the ITE for trip generation or the normalization of residential trip generation are given in the example TIF calculations at the end of this section.

### Development Community - Input

In order to better understand the pulse of the development community on residential trip generation, Staff requested input from local developers and traffic engineers. Developers that provided input, develop in Clark County, as well as, multiple local jurisdictions within Clark County. Furthermore, their residential products include single-family detached and multi-family units (townhouses and apartments). The traffic engineers that have provided input, perform traffic studies within the northwest, but are based in the Vancouver/Portland metro area.

The developer input tended to focus on affordable housing and market driven products saying that if trip generation rates were to be more normalized, i.e. detached housing having a little lower trip generation rate and the multi-family dwelling units having a higher trip generation rate, it would penalize the multi-family dwellings and work against the affordable housing model and market demands. Further, if the developers were forced to pay impact fees, for multi-family units, that were the same as detached housing, they would look for other jurisdictions to develop in, or be forced to build a product that would not meet market demands and not be able to develop a property to a maximum density allowed by the zone because of cost.

The traffic engineers echoed the developers as far as affordable housing and market driven products. However, the traffic engineers provided additional professional insight into the residential trip generation rates used in the *ITE Trip Generation Manual*. This professional insight dealt with:

- The amount of data available in the ITE that establish the trip generation rates for residential land uses;
  - ITE Land Use Code 210 – Single-Family Detached Housing
    - Number of Studies (Data Points) – 355
    - Average Daily Trip (ADT) Generation Rate: 9.52 trips per dwelling unit
  - ITE Land Use Code 220 – Apartment
    - Number of Studies (Data Points) – 88
    - ADT Generation Rate: 6.65 trips per dwelling unit
  - ITE Land Use Code 230 – Residential Condominium/Townhouse
    - Number of Studies (Data Points) – 55
    - ADT Generation Rate: 5.81 trips per dwelling unit
- The data collected for residential land uses does not account for multiple modes of transportation...it is strictly vehicle based;
- Professional experience has shown that residential land uses, locally, generally reflect the trip generation rates as published in the ITE; and,
- Using trip generations other than the ITE would require extensive local data collection and analysis to overcome the data variabilities and achieve a statistically valid sample for each residential land use.

The traffic engineering professionals concluded by saying that the ITE Trip Generation Manual is the best resource available to the traffic engineering profession and recommended the use of the ITE Trip Generation Manual as a standard practice for calculating/estimating residential land use trip generation.

### TIF Rate Calculation – Examples

#### TIF calculation using ITE Trip Generation Rates

As shown above, trip generation rates for single-family residential land uses are higher than the multi-family residential land uses, per acre multi-family land uses will generally pay more in traffic impact

fees than single-family land uses. For example, if the 2007 Comprehensive Plan were used, it forecasts 5-10 dwelling units per acre for single family land use designations and 10-43 dwelling units per acre for multi-family land use designations. Based on those dwelling unit densities in the Mt. Vista TIF district, a typical one acre site development would be required to pay \$58,357 (\$613 District Fee Rate X 9.52 Trip Generation X 10 Single Family Detached Units) in TIFs, compared to \$81,529 for Apartments (\$613 District Fee Rate X 6.65 Trip Generation X 20 Units).

*TIF calculation using Arbitrary, Normalized Trip Generation Rate*

Using the example above, and a normalized trip generation rate of 8 ADT/DU for all residential land uses, the calculations are as follows:

10 Lot Subdivision -  $\$613 \times 8.0 \times 10 = \underline{\$49,040}$

20 Unit Apartment -  $\$613 \times 8.0 \times 20 = \underline{\$98,080}$

Normalized trip generation rates as shown appear to work against the goal of affordable housing by increasing the TIF paid for multi-family units by 20%, when comparing the two examples above.

**Table 4**

**Clark County Jurisdiction Survey**

Jurisdiction	Applicable Code(s)	Methodology for Estimating Trip Generation	TIF Trip Basis	Opportunity for Independent Trip Generation Study	Process for Independent Study
Clark County	CCC 40.350.020 CCC 40.630.030	Current version of the ITE Trip Generation Manual	ADT	Yes	The development approval authority setting the impact fee upon application by the developer supported by studies and data may reduce or eliminate such fee. Once the applicant’s trip generation study has been validated by Staff, if the outcome is favorable, the trip generation rates are then applied to all subsequent similar land uses for which the study was performed.
City of Vancouver	VMC 11.70 VMC 20.915.040	Current version of the ITE Trip Generation Manual	ADT	Yes	The development approval authority setting the impact fee upon application by the developer supported by studies and data may reduce or eliminate such fee.
City of Battle Ground	BGMC 3.60.060 BGMC 12.120.040	ITE Trip Generation Manual	ADT	Yes	The number of trips generated by a proposed development shall be based upon an approved traffic study.
City of Camas	CMC 3.88.030 CMC 3.88.060	Current version of the ITE Trip Generation Manual	PM Peak Hour	Yes	The development approval authority setting the impact fee upon application by the developer supported by studies and data may reduce or eliminate such fee.
City of La Center	LCMC 3.35.090	ITE Trip Generation Manual, 5th Edition	ADT	Yes	The number of trips generated by a proposed development shall be based upon an approved traffic study.
City of Ridgefield	RMC 18.070.080	ITE Trip Generation Manual, 5th Edition	ADT	Yes	The number of trips generated by a proposed development shall be based upon an approved traffic study.
City of Washougal	WMC 18.90.060	Current version of the ITE Trip Generation Manual	ADT	Yes	An applicant may submit a calculation of alternative trip generation rates for the proposed development, which must be completed or certified by an engineer licensed in the state of Washington with expertise in traffic and transportation engineering. The community development director shall review the alternative calculations and make a written determination within 20 business days of submittal as to whether such calculation will be used in lieu of the standard trip generation rates.

## Exhibits

1. 2004-2024 Capital Facilities Plan
2. 2014-2033 Capital Facilities Plan
3. Ordinance 2007-09-14
4. Ordinance 2009-02-12
5. Ordinance 2010-04-03
6. Resolution 2011-06-10
7. Memorandum 7-24-2012
8. Memorandum 1-4-2013
9. Memorandum 1-7-2014
10. Ordinance 2014-11-03



Table A.2 Clark County 20-Year Transportation CFP List

Location	From	To	Cost to Complete
<b>TIP Projects 2007-2012</b>			
NE 63rd St	Andresen Rd	I-205	\$ 5,095,000
NE 72nd Ave	N of NE 88th St	NE 110th St	\$ 7,227,000
NE 88th St	St. Johns	Andresen	\$ 5,897,000
NE St Johns Road	NE 50th Ave	NE 72nd Ave	\$ 13,771,000
NE Ward Road	NE 172nd Ave	Davis Rd	\$ 11,344,000
Salmon Ck Interchange			\$ 39,292,000
NE 10th Ave	NE 141st St	NE 149th St	\$ 3,871,000
NE 10th Ave	NE 149th St	NE 164th St	\$ 7,213,000
NE 99th St	NE 94th Ave	NE 117th Ave	\$ 9,476,000
Hwy 99	NE 99th St	NE 119th St	\$ 21,622,000
NE 94th Ave	Padden Parkway	NE 119th St	\$ 19,325,000
NE 88th St	Hwy 99	St. Johns Rd	\$ 12,807,000
NE 99th St	NE 72nd Ave	NE 94th Ave	\$ 11,210,000
NE 99th St	NE 117th Ave	NE 137th Ave	\$ 5,380,000
NE 119th St	Salmon Crk Ave	NE 72nd Ave	\$ 12,176,000
NE/NW 199th St	NW 11th Ave	NE 10th Ave	\$ 4,400,000
NE 99th St	St Johns Rd	NE 72nd Ave	\$ 15,885,000
St Johns Rd	NE 68th St	NE 50th Ave	\$ 16,328,000
NE 119th St	NE 72nd Ave	NE 117th Ave	\$ 26,220,000
NE 179th St	E of Union Ave	NE 29th Ave	\$ 12,549,000

**Other MTP Projects**

Andresen/Padden	Interchange		\$ 52,000,000
Padden/SR-503	Interchange	County share	\$ 13,000,000
Hwy 99	South RR Bridge	NE 63rd St	\$ 5,460,000
NW 179th St	I-5	NW 11th Ave	\$ 18,850,000
NE 179th St	NE 29th Avenue	NE 72nd Ave	\$ 37,700,000
NE 179th St	NE 72nd Ave	Cramer Road	\$ 20,358,000
NE 179th St	NE Cramer Rd	NE 112th Ave	\$ 5,881,200
Hwy 99	NE 119th St	NE 129th St	\$ 11,310,000
NE 50th Ave	Lalonde Dr	NE 119th St	\$ 11,762,400
NE 119th St	SR-503	NE 172nd Ave	\$ 19,113,900
NE 15th Ave	NE 179th St	SR-502	\$ 6,559,800
NE 88th St	Hazel Dell Ave	Hwy 99	\$ 11,077,800
NW 11th Ave	NW 139th St	NW 146th St	\$ 11,463,300
NE 199th St	NE 10th Ave	NE 72nd Ave	\$ 31,668,000
NE 99th St	NE 137th Ave	NE 172nd Ave	\$ 19,905,600

**Other Priority Projects**

Salmon Ck Interchange Ph. II			\$ 35,000,000
NE 20th/15th Ave	NE 154th St	NE 15th Ave	\$ 8,655,000
NE Hazel Dell Ave	NE 99th St	NE 114th St	\$ 3,000,000
NW 119th St	NW 7th Ave	NW 16th Ave	\$ 8,655,000
NE 10th Ave	NE 164th St	Fairgrounds Entrance	\$ 4,524,000
NE 29 <sup>th</sup> Ave	NE 134th St	NE 179th St	\$ 4,000,000

**Proposed Mitigation Projects**

NE 72nd Ave	NE 133rd St	NE 219th St	\$ 55,159,000
NE 137th / 142nd Ave	NE 119th St	NE 173rd Circle	\$ 33,930,000
NE 152nd Ave	Ward Rd	NE 99th St	\$ 11,310,000
Ward Rd	NE 162nd Ave	NE 182nd Ave	\$ 18,850,000
NE 50th Ave	NE 119th St	NE 179th St	\$ 33,930,000
NE 182nd Ave	NE 159th St	NE 174th St	\$ 3,016,000
Intersection Improvements	Various locations		\$ 52,000,000

**On-going Programs**

\$ 127,500,000

**Total 20 Yr Cost**

**\$ 952,254,000**

**LEVEL-OF-SERVICE STANDARDS**

Level-of-service standards serve both as a standard of measure in administration of the County's transportation concurrency program and as a general indicator of congestion levels. The goals of the Transportation Concurrency Program and the Growth Management Act require a balance between land development and the transportation facilities serving that development. The variables in this balance include the growth rate, transportation investments, and level-of-service (LOS) standards. The growth rate was chosen from a range provided by the State Office of Financial Management. Transportation improvement investments were planned over the 20-year horizon based on transportation model analysis and a projection of current revenue streams. The LOS standards are subject to local discretion, but to some extent are dependent on the growth rate, revenue, capital improvements and the local level of tolerance for peak hour traffic congestion. Maintaining current LOS standards would require either increasing transportation investments through more revenue or possibly a reduction in the chosen growth rate and the supply of buildable lands.

Even with the capacity provided by the improvements in the transportation CFP and the Metropolitan Transportation Plan, the transportation cost/revenue analysis shows that it may not be possible to maintain the current adopted corridor level-of-service standards. The county population will increase by about 200,000 residents. The number of jobs will also grow. With the assistance of economic development efforts by the county and others, the number of new jobs is expected to increase at a higher rate than the number of residents. These two major factors plus the projected increase in vehicle miles traveled will likely result in levels of congestion that could require a lowering of standards in the future.

## ATTACHMENT A

### CAPITAL FACILITIES PLAN 2014-2033

#### *I. Committed - TIP (2014-2019)*

Road	From	To	Comments	Cost
NE 119th St	NE 72nd Ave	NE 87th Ave		\$ 15,000,000
NE 47th Ave @ NE 78th St	Intersection			\$ 1,800,000
NE 94th Ave	NE Padden Pkwy	NE 99th St		\$ 7,755,000
TSO Projects (5)	Various			\$ 6,120,000
Highway 99	NE 99th St	NE 107th St		\$ 8,800,000
NE 99th St	NE 94th Ave	NE 107th Ave		\$ 7,500,000
NE 119th St	NE 50th Ave	NE 72nd Ave		\$ 8,239,000
NE 47th Ave	NE 68th St	NE 78th St	Urban Dev Road OGP	\$ 3,417,000
NE 99th St @ SR 503	Intersection		Urban Dev Road OGP	\$ 2,269,000
NE 10th Ave	NE 154th St	NE 164th St		\$ 22,000,000
<b>Completed Cost of 2014-19 TIP Projects</b>				<b>\$ 82,900,000</b>

#### *II. New - Concurrency Driven Projects*

Road	From	To	Comments	Cost
Padden Pkwy @ Andresen	Intersection		Interim upgrade	\$ 15,000,000
Ward Road	NE 88th St	NE 172nd Ave Bridge	1.7 capacity NB	\$ 9,700,000
Salmon Ck Ave	WSU Entrance	NE 50th Ave	WSU provide R/W; env. Issues	\$ 12,100,000
NE 119th St	NE 87th Ave	NE 112th Ave	1.0 capacity EB	\$ 26,200,000
NE 72nd Ave	NE 122nd St	NE 219th St	NB 1.23 capacity	\$ 30,000,000
Urban Arterial Intersections	Various		N/A	\$ 15,000,000
<b>Cost of New Projects</b>				<b>\$ 108,000,000</b>

**III. New - Regional & Partnership Projects**

Road	From	To	Comments	Cost
NE 179th St/I-5 Interchange	Delfel	NE 15th Ave	County road only	\$ 15,000,000
SCIP Phase 2	NE 134th St	I-205	Assumes 50% WSDOT	\$ 17,500,000
NE 182nd Ave @ SR-500 <sup>1</sup>	Intersection			\$ 1,000,000
NE 15th Ave Extension <sup>2</sup>	NE 179th St	NE 10th Ave	Bridge may increase cost	\$ 7,000,000
NE 99th St	NE 107th Ave	SR 503		1,000,000
NE 10th Ave	NE 149th St	NE 154th St	interim upgrade option	\$ 2,100,000
NE 179th St@29th Ave & @50th Ave	Intersections		Environmental Issues	\$ 5,000,000
<b>County Cost of Partnership Projects</b>				<b>\$ 48,600,000</b>

**IV. TIP On-Going Programs**

Programs	Comments	Estimated Annual	Cost
Bridge Repair/Rehab		\$ 2,500,000	\$ 50,000,000
Road Preservation		\$ 7,000,000	\$ 140,000,000
Rural Road Improvement Program		\$ 2,000,000	\$ 40,000,000
Sidewalks and ADA		\$ 600,000	\$ 12,000,000
Transportation Safety Imp.		\$ 1,000,000	\$ 20,000,000
Urban Development Road Prgm		\$ 1,250,000	\$ 25,000,000
Traffic Signal Optimization		\$ 300,000	\$ 6,000,000
<b>Cost of OGP's</b>		<b>\$ 14,650,000</b>	<b>\$ 293,000,000</b>

**Notes:**

- 1 Amounts shown in 2014 Dollars
- 2 County road segments with v/c > 90%
- 3 2035 Medium OFM projection

**CFP COST \$ 532,500,000**

**Footnotes:** 1 Projects created due to urban holding, BoCC projects, and/or regional projects  
 2 Costs for 15th Avenue does not include bridge construction costs

**ORDINANCE NO. 2007-09-14**

**AN ORDINANCE relating to transportation impact fees: modifying the exemption for public schools; adopting a revised traffic impact fee technical program document; setting initial rates based upon such revised technical program document; directing that further review and potential revision of the traffic impact fee program be undertaken; and setting an effective date.**

1           WHEREAS, because they are a major traffic generator and in order to encourage  
2 traffic reduction techniques, it is appropriate to exclude high schools from the public  
3 school exemption from transportation impact fees provided for in CCC 40.630.050; and,

4           WHEREAS, traffic impact fees are calculated in accordance with the formula set  
5 forth in CCC 40.620.010, with a traffic impact fee rate factor ("F") being calculated in  
6 accordance with the traffic impact fee technical program document adopted by the board  
7 based upon the transportation capital facilities plan element of the county's  
8 comprehensive land use plan; and,

9           WHEREAS, the traffic impact fee technical program document was last updated  
10 in 2001, with the traffic impact fee rate factor being adjusted subsequent thereto only for  
11 inflation as provided for in CCC 40.630.010; and,

12           WHEREAS, the transportation capital facilities element of the comprehensive  
13 land use plan provides the foundation for the technical program document, which element  
14 has been substantially adjusted since 2001; and

15           WHEREAS, the board has this date adopted major revisions to the comprehensive  
16 land use plan, including expansion of urban growth boundaries, together with conforming  
17 adjustments to the transportation capital facilities element of the plan; and,

18 WA, the traffic impact fee technical program document needs updating to reflect  
19 these adjustments to the capital facilities element of the comprehensive land use plan; and

20 WHEREAS, the board has this date additionally resolved to allowed the multi-  
21 year transportation moratorium within the Salmon Creek area to expire based upon the  
22 conclusion that major interchange and related improvements which would restore  
23 conforming levels of service are reasonably funded, which conclusion for the public  
24 share of improvement costs relied in part upon anticipated revisions to the traffic impact  
25 fee technical program adopted herein; and

26 WHEREAS, the county has undertaken a comprehensive review of its  
27 transportation impact fee methodology with options for potential programmatic and  
28 technical revisions having been presented in staff and consultant reports, and policy  
29 direction having been provided by the board; and,

30 WHEREAS, the board concludes that it is in the best public interest to  
31 immediately implement program revisions relating to a cost allocation methodology for  
32 regional projects, including the formation of two rural impact fee districts, as established  
33 in the technical program document adopted herein; and,

34 WHEREAS, additional analysis and public process is warranted as to other  
35 potential technical and programmatic revisions to the traffic impact fee program; and,

36 WHEREAS, the traffic impact fee technical program document adopted herein is  
37 authorized by and in compliance with the provisions of Subtitle 40.6 of the Clark County  
38 Code (Development Impact Fees) and RCW 82.02.050-100 (Impact Fees); and is  
39 consistent with and implements the transportation capital facilities element of the  
40 county's comprehensive land use plan; now, therefore,

41 BE IT ORDERED, RESOLVED AND DECREED BY THE BOARD OF  
42 COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON,  
43 AS FOLLOWS:

44 **Section 1. Amendatory.** CCC 40.630.050 is amended to read as follows:

45 **40.630.050 Impact Fee Exemptions.**

46 The following developments shall be exempt from the requirement for payment of  
47 impact fees:

- 48 A. Publicly operated primary and secondary schools, including  
49 facilities of an E.S.D., excluding comprehensive high schools. The  
50 traffic impact fee for a comprehensive high school may be reduced  
51 based on special studies that consider factors such as minimizing  
52 the size of school parking lots, adoption/enforcement of no parking  
53 and permit parking areas near schools, implementation of commute  
54 trip reduction and other travel demand management strategies,  
55 scheduling of school activities and events off-peak, and the  
56 consideration of pass-by and diverted traffic.  
57  
58 B. The impact fee for an exempt development shall be calculated as  
59 provided for in this chapter and paid with public funds. Such  
60 payment may be made by including such amount(s) in the public  
61 share of system improvements undertaken within the applicable  
62 service area.  
63

64 **Section 2. Traffic Impact Fee Technical Program Technical Document.**

65 The traffic impact fee technical program document attached hereto as Exhibit "A"  
66 is hereby adopted.

67 **Section 3. Traffic Impact Fee Rates.**

68 Based upon the traffic impact fee technical program document adopted in Section  
69 2 the traffic impact fee rate factor ("F") for the traffic impact fee formula set forth in CCC  
70 40.620.010 is hereby set as follows for the various traffic impact fee service areas set out

71 in the program document, which rate is subject to annual inflation adjustment pursuant to  
72 CCC 40.630.010:

Mt. Vista District	\$649 per average daily trip
Hazel Dell District	\$445 per average daily trip
North Orchards District	\$672 per average daily trip
South Orchards District	\$404 per average daily trip
Evergreen District	\$377 per average daily trip
East City District	\$321 per average daily trip
Rural 1 District	\$334 per average daily trip
Rural 2 District	\$72 per average daily trip

73

74 **Section 4. Additional Work.**

75 No later than December 15, 2007 the county public works director shall present  
76 for board consideration a work plan for undertaking further analysis, public involvement,  
77 and board adoption of further technical and programmatic revisions to the county's traffic  
78 impact fee program. Such potential revisions shall include, but not be limited to:  
79 development of a seamless traffic impact fee program with Vancouver and other cities;  
80 reassessment of the tax adjustment factor of the traffic impact fee program; and the  
81 addition of a business enhancement fee adjustment to encourage economic development.

82 **Section 5. Instructions to Clerk.**

83 The Clerk of the board shall:

- 84 1) Transmit a copy of this ordinance to the Washington State Department of  
85 Community Trade and Economic Development within ten (10) days of its  
86 adoption, pursuant to RCW 36.70A.106;  
87  
88 2) Record a copy of this Ordinance with the Clark County Auditor; and  
89  
90 3) Cause notice of adoption of this ordinance to be published forthwith,  
91 pursuant to RCW 36.70A.290.  
92



93 **Section 6. Effective Date.**

94 This ordinance shall go into effect at midnight on October 14, 2007.

95 ADOPTED this 25 day of September, 2007.

Attest:

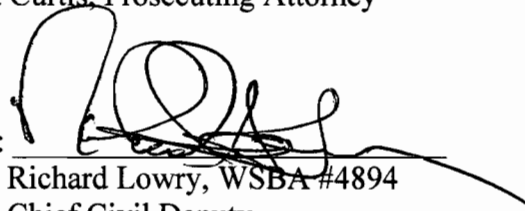
BOARD OF COUNTY COMMISSIONERS  
FOR CLARK COUNTY, WASHINGTON

  
Clerk of the Board

  
Steve Stuart, Chair

APPROVED AS TO FORM ONLY:  
Art Curtis, Prosecuting Attorney

\_\_\_\_\_  
Betty Sue Morris, Commissioner

By:   
Richard Lowry, WSBA #4894  
Chief Civil Deputy

\_\_\_\_\_  
Marc Boldt, Commissioner



23 **BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY**  
24 **COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, as**  
25 **follows:**

26  
27 **Section 1 . Fee Adjustment:** The schedule of traffic impact fees adopted by the  
28 Board and most recently amended under Ord. 2007- 09-14 set forth in the Traffic Impact  
29 Fee Program Technical Document is hereby adjusted as set forth in Exhibit “B” to reflect  
30 changes in the ENR Construction Cost Index for Seattle from October, 2007 to January,  
31 2009.

32 **Section 2. Instructions to Clerk.**

33 The Clerk of the board shall:

- 34 1) Transmit a copy of this ordinance to the Washington State Department of  
35 Community Trade and Economic Development within ten (10) days of its  
36 adoption, pursuant to RCW 36.70A.106;  
37  
38 2) Record a copy of this Ordinance with the Clark County Auditor; and  
39  
40 3) Cause notice of adoption of this ordinance to be published forthwith,  
41 pursuant to RCW 36.70A.290.  
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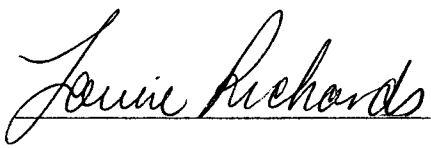
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44 **Section 3. Effective Date:** This ordinance shall go into effect at midnight on  
45 March 2, 2009 or upon completion of the requisite changes to the county land use  
46 application database system, whichever occurs later.  
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ADOPTED this 24 day of February, 2009

**BOARD OF COUNTY COMMISSIONERS  
FOR CLARK COUNTY, WASHINGTON**

Attest:



Clerk to the Board

By: 

Marc Boldt, Chair

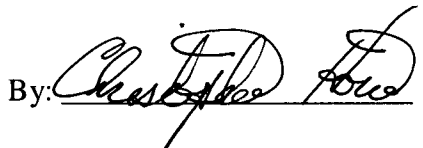
Approved as to Form Only

ARTHUR D. CURTIS

Prosecuting Attorney

By: \_\_\_\_\_

Tom Mielke, Commissioner

By: 

Chris Horne

Deputy Prosecuting Attorney

By: \_\_\_\_\_

Steve Stuart, Commissioner

1                   **ORDINANCE NO.**

2010-04-03

2  
3   **AN ORDINANCE** relating to transportation impact fees; applying a previously adopted  
4 inflation factor to the fee rates and project costs; and providing for an effective date.

5   **WHEREAS**, Clark County Code Chapter 40.630.010 authorizes the adoption of an  
6 annual adjustment in project costs based on a generally recognized and applicable  
7 inflation/deflation index; and

8   **WHEREAS**, the Board of County Commissioners adopted Ordinance 2001-08-01A on  
9 August 8, 2001, which amended, in part, the Traffic Impact Fee Program Technical  
10 Document to include recognition of the Engineering News Record (ENR) Construction  
11 Cost Index (CCI) for the Seattle region as the applicable inflation/deflation index for the  
12 traffic impact fee program project costs; and

13   **WHEREAS**, the Board of County Commissioners heard in public hearings on August 6,  
14 2001, consistent testimony from many segments of the public requesting the indexing of  
15 traffic impact fees to inflation; and

16   **WHEREAS**, the Board of County Commissioners adopted Ordinance 2009-02-12 on  
17 February 24, 2009, which amended, in part, the Traffic Impact Fee Technical Document  
18 and revised the Traffic Impact Fee rates; and

19   **WHEREAS**, the Board of County Commissioners concludes that adoption of this  
20 Ordinance will further the health, safety and welfare of the public: now, therefore,  
21

ORDINANCE - 1

22           **BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY**  
23 **COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, as**  
24 **follows:**

25           **Section 1 . Fee Adjustment:** The schedule of traffic impact fees adopted by the  
26 Board and most recently amended under Ord. 2009-02-12 set forth in the Traffic Impact  
27 Fee Program Technical Document is hereby adjusted as set forth in Exhibit "B" to reflect  
28 changes in the ENR Construction Cost Index for Seattle from January, 2009 to January,  
29 2010.

30           **Section 2.     Instructions to Clerk.**

31           The Clerk of the board shall:

- 32           1)     Transmit a copy of this ordinance to the Washington State Department of  
33                 Community Trade and Economic Development within ten (10) days of its  
34                 adoption, pursuant to RCW 36.70A.106;
- 35           2)     Record a copy of this Ordinance with the Clark County Auditor; and
- 36           3)     Cause notice of adoption of this ordinance to be published forthwith,  
37                 pursuant to RCW 36.70A.290.

38           **Section 3. Effective Date:** This ordinance shall go into effect at midnight on  
39 March 1, 2010 or upon completion of the requisite changes to the county land use  
40 application database system, whichever occurs later.

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ADOPTED this 6 day of April, 2010

**BOARD OF COUNTY COMMISSIONERS  
FOR CLARK COUNTY, WASHINGTON**

Attest:

Louise Richards

Clerk to the Board

By: \_\_\_\_\_

Steve Stuart, Chair

Approved as to Form Only

ARTHUR D. CURTIS

Prosecuting Attorney

By: Tom Mielke

Tom Mielke, Commissioner

By: Chris Horne

Chris Horne

Deputy Prosecuting Attorney

By: Marc Boldt

Marc Boldt, Commissioner

1                                   **RESOLUTION NO. 2011 - 06-10**

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**AN ORDINANCE** relating to transportation impact fees; applying a previously adopted inflation factor to the fee rates and project costs; and providing for an effective date.

**WHEREAS**, Clark County Code Chapter 40.630.010 authorizes the adoption of an annual adjustment in project costs based on a generally recognized and applicable inflation/deflation index; and

**WHEREAS**, the Board of County Commissioners adopted Ordinance 2001-08-01A on August 8, 2001, which amended, in part, the Traffic Impact Fee Program Technical Document to include recognition of the Engineering News Record (ENR) Construction Cost Index (CCI) for the Seattle region as the applicable inflation/deflation index for the traffic impact fee program project costs; and

**WHEREAS**, the Board of County Commissioners heard in public hearings on August 6, 2001, consistent testimony from many segments of the public requesting the indexing of traffic impact fees to inflation; and

**WHEREAS**, the Board of County Commissioners adopted Ordinance 2010-04-0 on April 6, 2010, which amended, in part, the Traffic Impact Fee Technical Document and revised the Traffic Impact Fee rates; and

**WHEREAS**, the Board of County Commissioners concludes that adoption of this Ordinance will further the health, safety and welfare of the public: now, therefore,

RESOLUTION - 1



22           **BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY**  
23           **COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, as**  
24           **follows:**

25           **Section 1 . Fee Adjustment:** The schedule of traffic impact fees adopted by the  
26           Board and most recently amended under Ord. 2010-04-03 set forth in the Traffic Impact  
27           Fee Program Technical Document is hereby adjusted as set forth in Exhibit “B” to reflect  
28           changes in the ENR Construction Cost Index for Seattle from January, 2009 to January,  
29           2010.

30           **Section 2.     Instructions to Clerk.**

31           The Clerk of the board shall:

- 32           1)     Transmit a copy of this ordinance to the Washington State Department of  
33                   Community Trade and Economic Development within ten (10) days of its  
34                   adoption, pursuant to RCW 36.70A.106;
- 35           2)     Record a copy of this Ordinance with the Clark County Auditor; and
- 36           3)     Cause notice of adoption of this ordinance to be published forthwith,  
37                   pursuant to RCW 36.70A.290.

38           **Section 3. Effective Date:** This ordinance shall go into effect at midnight on

39           June 21, 2011 or upon

40           (BALANCE OF PAGE LEFT BLANK)

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44 completion of the requisite changes to the county land use application database system,  
45 whichever occurs later.

46 ADOPTED this 21 day of June, 2011

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**BOARD OF COUNTY COMMISSIONERS**

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**FOR CLARK COUNTY, WASHINGTON**

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Attest:

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Joni Redlme

By: Tom Mielke

55 **Deputy**

Clerk to the Board

Tom Mielke, Chair

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Approved as to Form Only

By: \_\_\_\_\_

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Tony Golik

Steve Stuart, Commissioner

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Prosecuting Attorney

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By: Chris Horne

By: \_\_\_\_\_

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Chris Horne

Marc Boldt, Commissioner

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Deputy Prosecuting Attorney

RESOLUTION - 3

**INTEROFFICE MEMORANDUM  
Transportation Division**

Clark County, Washington  
Department of Public Works

**To:** File

**From:** Steve Schulte

**Date:** July 24, 2012

**Subject:** Traffic Impact Fee Program - 2012 Inflation Update

This memorandum documents the 2012 inflation update of the County traffic impact fee rates or TIF rates. This update is required per CCC 40.620.010 (B).

Historical Perspective

The County has been annually updating the TIF rates to account for either cost inflation or deflation. Historically, our practice has been to inform the BOCC ahead of time, get their approval, and place it on the consent agenda. And historically staff has always recommended to update the rates and the BOCC has always approved the update. This process was probably advised by Rich Lowry years ago and we have stayed with that practice.

However, coming up to the 2012 update (for the inflation that occurred during 2011), we had a different legal opinion from the Prosecuting Attorney's Office. Both Chris Horne and Bronson Potter opinions are that (1) the BOCC has no discretion in the updating (i.e. it's automatic), and (2) that it is accomplished thru an administrative process by staff (without any BOCC involvement). Given those opinions, staff has moved ahead with the update.

2012 Inflation Update

Mike Mabrey was responsible for the preparation of the 2012 update. One attachment to this memorandum is a brief background description of the process employed in making the update and the revised TIF rates. A second attachment is the resultant changes to the TIF Project List.

**BACKGROUND:** With the 2007 update of the traffic impact fee program (Ordinance 2007-09-14), the Board of County Commissioners approved adjusting the the calculated per trip fee annually to account for inflation or deflation. These adjustments are based on the January Engineering News Record Construction Cost Index (CCI) for Seattle. The baseline value is the October 2007 Seattle CCI value which was 8612.75.

The traffic impact fees were adjusted downward in 2010 by 0.9% with Ordinance 2010-04-03 and upward by 0.7% in 2011 by Resoulution 2011-06-10. The January 2012 Seattle CCI is 9059.77, which represents a 4.0% increase from January 2011 (when the CCI was 8703.51) and a 5.1% increase from October 2007 due to inflation.

This inflation factor results in the following fee schedule:

<b>TRAFFIC IMPACT FEE DISTRICT</b>	<b>Current TIF</b>	<b>Adjusted TIF</b>
EAST CITY	\$322	<b>\$337</b>
EVERGREEN	\$379	<b>\$396</b>
NORTH ORCHARDS	\$679	<b>\$706</b>
SOUTH ORCHARDS	\$409	<b>\$425</b>
MOUNT VISTA	\$656	<b>\$682</b>
HAZEL DELL	\$450	<b>\$468</b>
RURAL 1	\$337	<b>\$351</b>
RURAL 2	\$73	<b>\$76</b>



proud past, promising future

CLARK COUNTY  
WASHINGTON

## COMMUNITY PLANNING

### MEMORANDUM

TO: Steve Schulte, Marty Snell

FROM: Mike Mabrey, Planner III

DATE: January 4, 2013

SUBJECT: Traffic Impact Fee Program – 2013 Inflation Update

This memorandum documents the 2013 annual inflation update of the County's traffic impact fee rates (TIF) rates. This update is required by CCC 40.620.010(B).

With the 2007 update of the traffic impact fee program (Ordinance 2007-09-14), the Board of County Commissioners approved adjusting the calculated per trip fee annually to account for inflation or deflation. Based on a legal opinion from the Prosecuting Attorney's Office in 2012, this annual fee adjustment is now automatic and administrative.

The annual inflation adjustment is based on the January Engineering News Record Construction Cost Index (CCI) for Seattle. The baseline value is the October 2007 Seattle CCI value which was 8612.75.

The January 2013 Seattle CCI value was 9418.27 which represents a 4.0% increase from the January 2012 CCI value of 9059.77, and a 9.1% increase from the October 2007 baseline value. (Note: The 2012 inflation adjustment did not take effect until October 2012, but it was based on the January 2012 CCI.)

This inflation factor results in the following fee schedule:

TRAFFIC IMPACT FEE DISTRICT	2012 TIF Rate	2013 TIF Rate
EAST CITY	\$337	<b>\$351</b>
EVERGREEN	\$396	<b>\$412</b>
NORTH ORCHARDS	\$706	<b>\$735</b>
SOUTH ORCHARDS	\$425	<b>\$442</b>
MOUNT VISTA	\$682	<b>\$710</b>
HAZEL DELL	\$468	<b>\$487</b>
RURAL 1	\$351	<b>\$365</b>
RURAL 2	\$76	<b>\$79</b>



proud past, promising future

CLARK COUNTY  
WASHINGTON

## COMMUNITY PLANNING

### MEMORANDUM

TO: Steve Schulte, Marty Snell

FROM: Gary Albrecht, Planner II

DATE: January 7, 2014

SUBJECT: Traffic Impact Fee Program – 2014 Inflation Update

This memorandum documents the 2013 annual inflation update of the County's traffic impact fee rates (TIF) rates. This update is required by CCC 40.620.010(B).

With the 2007 update of the traffic impact fee program (Ordinance 2007-09-14), the Board of County Commissioners approved adjusting the calculated per trip fee annually to account for inflation or deflation. Based on a legal opinion from the Prosecuting Attorney's Office in 2012, this annual fee adjustment is now automatic and administrative.

The annual inflation adjustment is based on the January Engineering News Record Construction Cost Index (CCI) for Seattle. The baseline value is the October 2007 Seattle CCI value, 8612.75.

The January 2014 Seattle CCI value is 10,140.15 which represents a 7.7% increase from the January 2013 CCI value of 9,418.27, and a 17.7% increase from the October 2007 baseline value.

This inflation factor results in the following fee schedule:

TRAFFIC IMPACT FEE DISTRICT	2013 TIF Rate	2014 TIF Rate
EAST CITY	\$351	<b>\$378</b>
EVERGREEN	\$412	<b>\$444</b>
NORTH ORCHARDS	\$735	<b>\$791</b>
SOUTH ORCHARDS	\$442	<b>\$476</b>
MOUNT VISTA	\$710	<b>\$764</b>
HAZEL DELL	\$487	<b>\$524</b>
RURAL 1	\$365	<b>\$393</b>
RURAL 2	\$79	<b>\$85</b>

**ORDINANCE NO. 2014-11-03**

An ordinance regarding the adoption of the revised Capital Facilities Plan.

WHEREAS, the Board of County Commissioners voted at their August 19, 2014 hearing to adopt Ordinance No. 2014-08-09, which included staff's recommended changes to the transportation concurrency ordinance Clark County Title 40 code 40.350.020; and

WHEREAS, pursuant to Ordinance No. 2014-08-09 replacing the current level-of service approach to measuring congestion with a volume-to-capacity ratio approach would provide a simplified and more understandable approach for calculating level of service; and

WHEREAS, a necessary component of the effectiveness of the revised Concurrency Ordinance is the simultaneous adoption of the revised Capital Facilities Plan and the 2014 Supplemental Budget; and

WHEREAS, the Board finds that adoption of the proposed revision to the Capital Facilities Plan would be in the best interests for the health, safety, and welfare of communities in Clark County; and

WHEREAS, the required notice under SEPA was advertised on July 2, 2014, and no comments were received; and

WHEREAS, the Department of Commerce received notice of the revisions to the Capital Facilities Plan on May 13, 2014 and had no comments; and

WHEREAS, Planning Commission held a work session on June 5, 2014 and a duly noticed public hearing on July 17, 2014 and recommended approval of the staff's recommendations to the Board of County Commissioners; and

WHEREAS the Board held a work session on February 12, 2014 and a duly noticed hearing on August 19, 2014 at which the Board adopted Ordinance No. 2014-08-09, to be effective November 4, 2014, or on the later date of the adoption of the Capital Facilities Plan; and

WHEREAS the Board held a duly advertised public hearing on November 4, 2014 to review the recommendation of the Planning Commission that the standard for transportation concurrency should be revised as proposed; Now, Therefore,

BE IT ORDERED, RESOLVED AND DECREED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, AS FOLLOWS:

**Section 1. Amendatory.** The Clark County Capital Facilities Plan located in Appendix A, page A-3 of the 2007 Clark County Comprehensive Plan shall be amended, as shown in Attachment A of this Ordinance.

**Section 2. Instructions to Clerk.** The Clerk of the Board shall:

- A. Transmit a copy of this ordinance to the Washington State Department of Commerce within 10 (ten) days of its adoption, pursuant to RCW 36.70A.106;
  - B. Record a copy of this Ordinance with the Clark County Auditor;
- and



C. Cause notice of adoption of this ordinance be published forthwith,  
pursuant to RCW 36.70A.290.

**Section 3. Effective Date.** The Clark County Capital Facilities Plan shall become effective on November 4, 2014 or concurrent with the effectiveness of the 2014 Supplemental Budget.

ADOPTED this 4<sup>th</sup> day of November, 2014.

Attest:

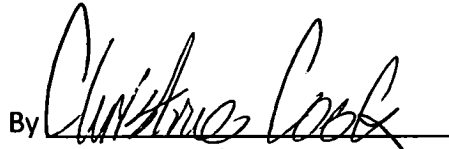
  
Clerk to the Board

BOARD OF COUNTY COMMISSIONERS  
CLARK COUNTY, WASHINGTON

By   
Tom Mielke, Chair

Approved as to Form Only:  
ANTHONY F. GOLIK  
Prosecuting Attorney

By \_\_\_\_\_  
David Madore, Commissioner

By   
Christine Cook  
Sr. Deputy Prosecuting Attorney

By \_\_\_\_\_  
Ed Barnes, Commissioner

Attachment A: Revised Capital Facilities Plan

ORDINANCE 3 OF 3