



Urban Village Transportation Impact Fee (TIF) Reduction Program

- Part 1 - Bellingham's Experience with TIFs
- Part 2 - Debunking Myths About TIFs
- Part 3 - Integrating TIFs with Land Use Context
- Part 4 - Development of New TIF Methodology
- Part 5 - Success of the TIF Reduction Program

Part 1. Brief History of TIF in Bellingham

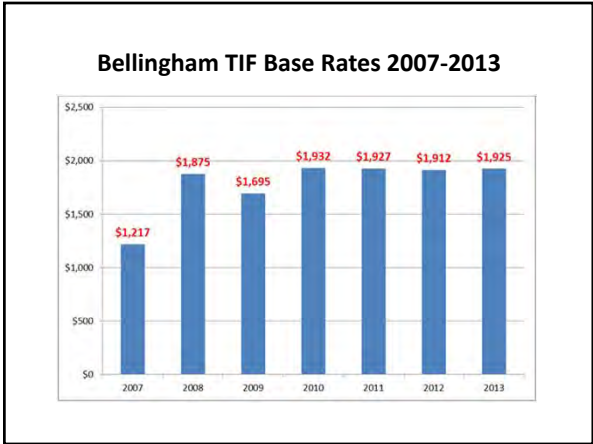
- **1990:** Washington State Growth Management Act (GMA) adopted
 - RCW 82.02 authorizes local impact fees for traffic, parks, schools, fire
- **1995:** Bellingham adopts first GMA-compliant Comprehensive Plan
- **1995:** Bellingham adopts BMC 19.06 Transportation Impact Fees (TIF)
 - 10 TIF zones established, grew to 18 TIF zones by 2006
- **2006:** Bellingham Comprehensive Plan update and re-adoption
 - Infill land use strategies and multimodal transportation emphasis
- **2006:** David Evans & Associates hired to overhaul/revise BMC 19.06 TIF
- **2007:** TIF zone system eliminated, replaced by city-wide TIF system
 - Modeled after Olympia TIF system upheld by WA Supreme Court in "Drebeck v Olympia"
- **2010-2011:** Urban Village TIF Reduction Program Created for Infill Development
 - Based on ITE methodology in Trip Gen Manual, Trip Gen Handbook, trip gen research
 - Designed to account for presence/influence of sidewalks, bike lanes, transit, CTR, and TDM
 - Internal capture = less vehicle trips in mixed use high-density Urban Village Master Plans
 - Implements infill land use strategy and multimodal transportation emphasis of Comp Plan
 - Economic incentive/reward for development consistent with Comp Plan
 - Up to 25% automatic trip reduction; additional 25% trip reduction possible for TDM measures

Bellingham's former TIF Zone System

- Original 10 zones; grew to 18 by 2006 via annexation, rezone, land use change.
- Some zones large, some small
- Some zones with major capital projects; Some with few or no capital projects
- Labor and data intensive & inefficient;
- Very inequitable across zones
 - Presumed that cost of capital projects in each zone should be borne only by new development in that zone, despite other traffic
 - Example: Zones 9 & 18, divided by 40th St
 - SF House in Zone 9 paid \$183/trip!
 - SF House in Zone 18 paid \$4,403/trip!
- Transportation mobility is NOT limited to artificial 'zones';
- New development generates new trips across the entire transportation network

Bellingham's Current Citywide TIF System

- 2006 David Evans & Associates helps Bellingham create new city-wide TIF system
- Based on Olympia TIF system upheld by WA Supreme Court
- Over time, all traffic (new + old residents and visitors) uses and impacts all of the city-wide transportation network;
- City-wide TIF system is more equitable and more predictable for developers
- One TIF base rate instead of 18
- Based on actual capital investment of local funds (receipts) plus programmed local funds in annual 6-Year TIP
- New Citywide TIF effective Jan 1, 2007



Part 2. Debunking Myths About TIFs Negative Perspectives Are Not Supported By Facts

"Well no wonder businesses are leaving Bellingham for Ferndale!"

General unhappy attitude expressed by uninformed applicants when they discover that they are required to pay a Transportation Impact Fee for the peak hour vehicle trips produced by their project

"City fees seen as barrier to downtown Bellingham growth"

July 5, 2012 - *Bellingham Business Journal*

"Fighting to limit economic consequences of transportation impact fees"

The Bellingham/Whatcom Chamber of Commerce & Industry currently (2013) has the following listed as a "Core Competency" of the Chamber on its web site <http://bellingham.com/about-the-chamber>

"I think that's phenomenal, I didn't expect something so logical to come from the city."

Government Affairs Director, Whatcom County Association of Realtors after learning about Bellingham's Urban Village TIF Reduction Program
October 25, 2010 - *Bellingham Herald*

How Bellingham TIFs Compare in Western WA

• 2012 Study of 60 cities + 5 counties in Western WA that charge TIF
- Graph excludes Sammamish, WA (\$14,707/trip)

• 2013 Average TIF = \$2,880/trip

• 2013 Median TIF = \$2,466/trip

• 2013 Bellingham TIF = \$1,925/trip

✓ TIF Base Rate = 66% of Western WA avg

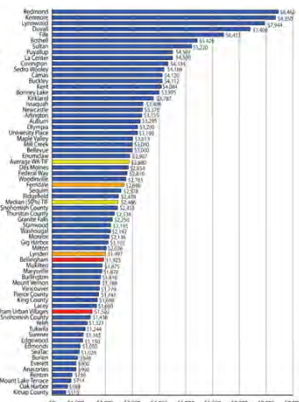
✓ TIF Base Rate = bottom 30% of all jurisdictions in Western WA

✓ Urban Village TIF Rate = bottom 25% of all jurisdictions in Western WA

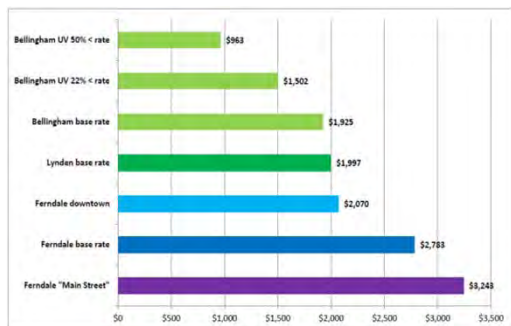
• Locally, Bellingham invests more in multimodal transportation infrastructure, but charges less TIF per trip than both

✓ Ferndale (\$2,698) and

✓ Lynden (\$1,997)



Bellingham = Lowest 2013 TIF Rate in Whatcom County



Bellingham Annual TIF Revenue 2004 through 2012

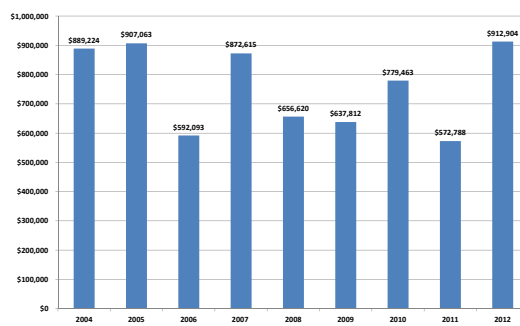
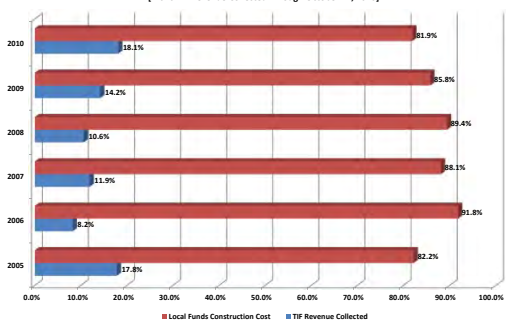
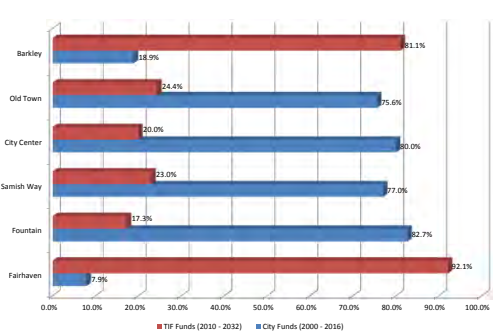


Chart 3. Citywide Percent of Actual Transportation Investments (2005 - 2010) Compared to Collected TIF Revenue (2005 - 2010)¹
[*2010 TIF Revenue Collected Through October 21, 2010]



Percent of Actual and Planned Transportation Investments (2000 - 2016) Compared to Projected TIF Revenue (2010 - 2032) in Urban Villages



Transportation Improvements Constructed in Downtown Bellingham Since 2002

City Center Urban Village	Project Cost	Local Share	Plan Cost	Fund Source	Date
Downtown Sidewalks	900,000	900,000		Street	2002-2009
State Street Road Diet/Bike Lane	550,000	550,000		Street	2002
Magnolia Street Road Diet/Bike Lanes	100,000	100,000		Street	2003
Chestnut/Jersey Flashing Crosswalks	75,000	75,000		Street	2004
W. Champion 1-Way to 2-Way	100,000	100,000		Street	2007
Holly Street Gateway	2,500,000	2,500,000		Street	2008
Art District: Flora; W. Champion; Bay/Holly	1,750,000	1,750,000		Street & REET	2008
Cornwall Avenue Bike Lanes	550,000	550,000		Street	2008
Railroad/Chestnut Signal	50,000	50,000		Street	2009
Forest Street Road Diet/Bike Lane	550,000	550,000		Street	2010
York/Railroad Flashing Crosswalk	100,000	100,000		Federal	2010
Ellis Sidewalk (w side Kansas to Ohio)	150,000	150,000		Street & REET	2011
Prospect St sidewalks (both sides Lottie to W. Champion)	100,000	100,000		Street	2011
Indian Street Ped/Bike	478,000	100,000		Street & WSDOT	2012
Wharf/State/Forest/Bivd Roundabout	3,000,000	900,000		Federal & Local	2013
State/Maple intersection enhanced crosswalks	300,000	300,000		TBD	2013
Cornwall/Maple intersection enhanced crosswalks	80,000	80,000		TBD	2013
Ohio/Ellis intersection enhanced crosswalks	150,000	150,000		TBD	2014
State/Laurel intersection enhanced crosswalks	250,000	0		Federal	2015
J Laurel sidewalk (s side State St to alley - 1/2 block)	100,000	0		Federal	2015
Garden/Laurel intersection enhanced crosswalk		150,000		TBD	unfunded
Cornwall/Whatcom Creek mid-block enhanced crosswalk		150,000		TBD	unfunded
N State St sidewalk (w side Wharf to Oak)		153,000		TBD	unfunded
Totals	11,833,000	9,005,000	453,000		

Who Should Pay the Costs of Growth?

Q. New development and businesses or the City tax-payers?
 A. BOTH because transportation benefits accrue to both

Part 3. TIF Adjustments for Local Realities

Integration of:

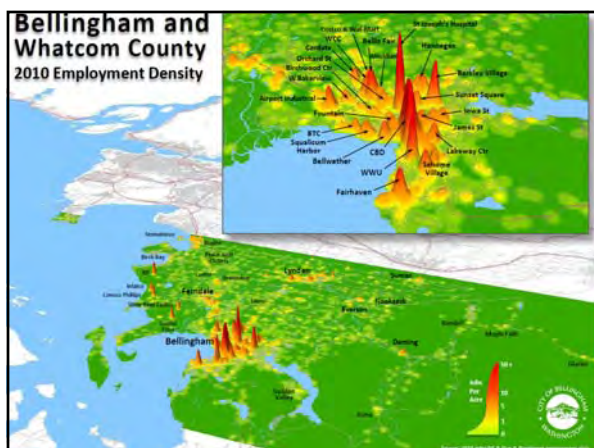
- Land Use & Transportation Policy;
- Economic Development; and
- Local Politics

Bellingham, WA "City of Subdued Excitement"

Whatcom's Regional Center

- City limits = 81,000 residents
- Urban Growth Area = 11,000 pop.
- 45% Whatcom County 201,140 pop.
- Seat of Whatcom County government
- 18 of Top 25 employers in County
- Bellingham International Airport
- 3 universities (WWU, WCC, BTC)
- Major regional hospital (St Joseph)
- Restaurants, Pubs, Social Places
- Theaters & performing arts centers
- Parks and Recreational Facilities

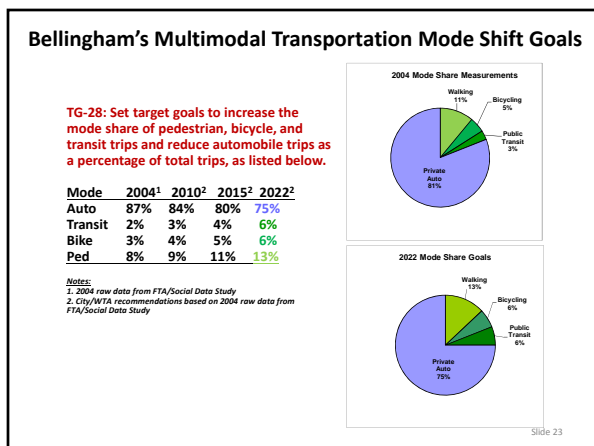
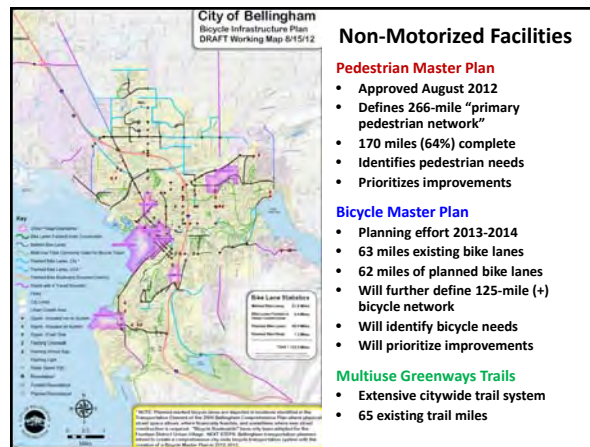
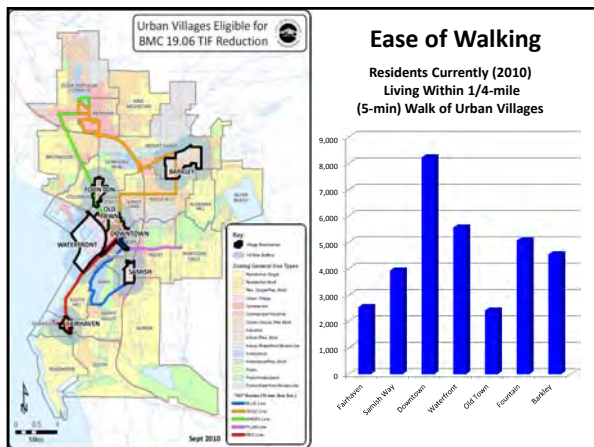
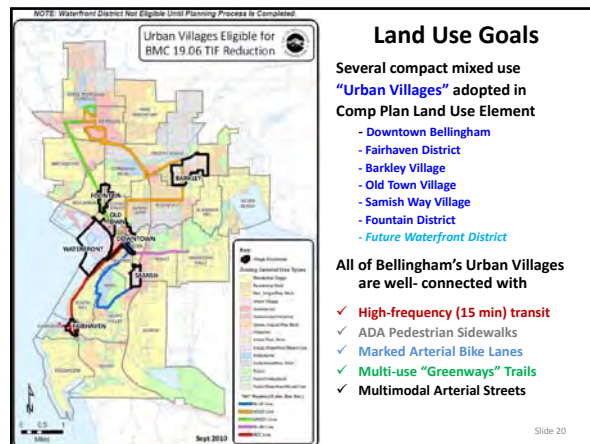
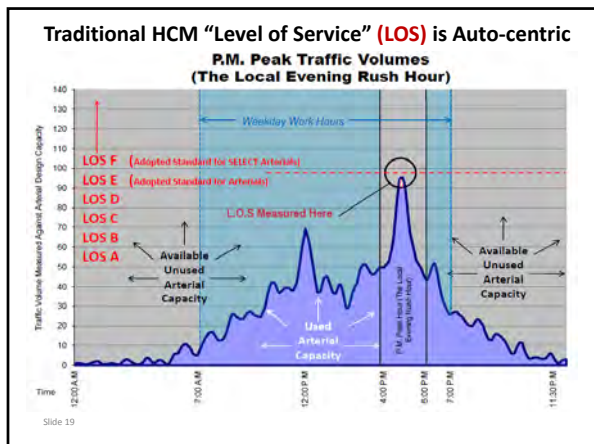
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Washington's Regulatory Tools for Transportation

- **Multimodal Concurrence:** Sidewalks, bike lanes, transit service, and arterial improvements;
- **TIA (Traffic Studies):** Traffic signals, turn lanes, safety, connectivity of non-motorized facilities;
- **Street Frontage Standards:** Sidewalks, bike lanes, street trees, ADA-ramps;
- **Transportation Impact Fee:** Recoup portion of City's capital investment in citywide multimodal transportation network.

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Part 4 Development of New TIF Methodology

City of Bellingham - Sustainable Connections 2010 Urban Village TIF Reduction Proposal

(Research: Feb - Sept 2010; Public Process: Oct-Dec 2010; Adoption: Feb 2011)

Transportation Mode Shift Incentive – reduction in Transportation Impact Fees for *location factors and performance measures that are proven to reduce on-site trip generation*, such as Urban Village location on Whatcom Transportation Authority Go Lines.

Project Goals:

- 1.) **Incentivize infill development in Urban Villages** surrounded by population centers where multimodal transportation infrastructure, transit service, and TDM performance measures can be proven to reduce vehicle trip generation, which justifies lower TIF charges.
- 2.) Create yet another “tool in the toolbox” for **further implementation of the integrated multimodal transportation-land use planning emphasis in the 2006 Bellingham Comprehensive Plan.**

City of Bellingham - Sustainable Connections 2010 Urban Village TIF Reduction Proposal

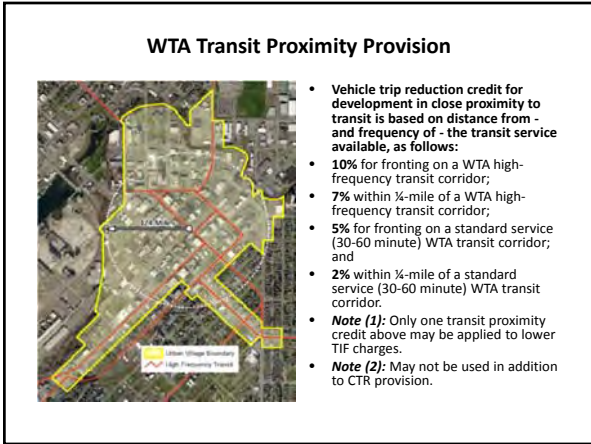
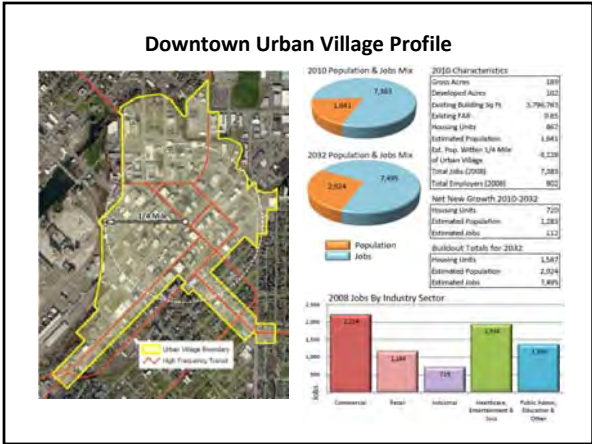
Project Framework

Public Works staff specifically worked within the following framework:

- 1.) TIF reduction must be legally defensible;
- 2.) Consistent with ITE Trip Generation Methodology; *(ITE Trip Generation is a prominent guidepost)*
- 3.) Survey of trip reduction practices of other Washington and U.S. cities *(Best Practices Within Transportation Industry);*
- 4.) Consistent with GMA and Bellingham Comprehensive Plan; and
- 5.) Proposed Urban Village TIF Reduction is limited to 50%.


BMC 19.06 Urban Village Vehicle Trip Reduction Credits

TABLE 2 – URBAN VILLAGE VEHICLE TRIP REDUCTION CREDITS	CREDIT
Menu of Location Factors and Performance Measures to Reduce Vehicle Trips	
<i>Note: Reductions below are additive and may not exceed a total of 50%</i>	
1.) MIXED USE URBAN VILLAGE LOCATION	15%
<i>(Based on ITE Internal Trip Capture - Mixed Use Urban Environment)</i>	
2.) WTA TRANSIT PROXIMITY (Only one transit proximity reduction below may be used)	
Development fronts on a high-frequency WTA GO Line	10%
Development within 1/4-mile of WTA GO Line	5%
Development fronts on standard WTA Route (30 - 60 min)	5%
Development within 1/8 mile of standard WTA Route (30 - 60 min)	3%
3.) EMPLOYER MANDATORY COMMITMENT TO COMMUTE TRIP REDUCTION (CTR)	
CTR/TDM commitment (including economic incentives with transportation services)	10%
4.) VOLUNTARY ANNUAL WTA TRANSIT PASS PROVISION (Non-CTR)	
2-year transit pass provided for residential units = 1% per unit pass	1%
2-year transit pass provided for employees = 1% per employer pass	1%
5.) VOLUNTARY CAR SHARE PARTICIPATION OR PROVISION (Non-CTR)	
Car Share Membership Provided (On Residential or Employment Site = 2% per vehicle)	2%
Car Share membership fee provided for residential units = 2% per unit	2%
Car Share membership fee provided for employees = 2% per employee	2%



Commute Trip Reduction (CTR) [Large Employers Only]


Washington State's Clean Air Act (RCW 70.94) and CTR Requirements (RCW 70.94.527)



- Washington State's Clean Air Act (RCW 70.94) requires cities to adopt Commute Trip Reduction plans (RCW 70.94.527) - mandatory requirements for all employers with 100+ employees to reduce employee single occupant vehicle (SOV) trips 10% below the standard vehicle trip generation baseline.
- Commute Trip Reduction Proposal:** Public Works is proposing a 10% CTR vehicle trip reduction credit for employers located in Urban Villages with 100+ employees, required to comply with RCW 70.94.527 (CTR law).
- Employer required to sign a CTR contract with the City with a specific time commitment (2-3 years) to reach the 10% SOV reduction goal, demonstration of good-faith efforts to comply, and the consequence of having to reimburse the City for TIF-equivalent funds minus the cost of CTR measures implemented within the contractual time period.

Voluntary WTA Bus Pass Provision


[All Non-CTR Employers and Residential Projects]



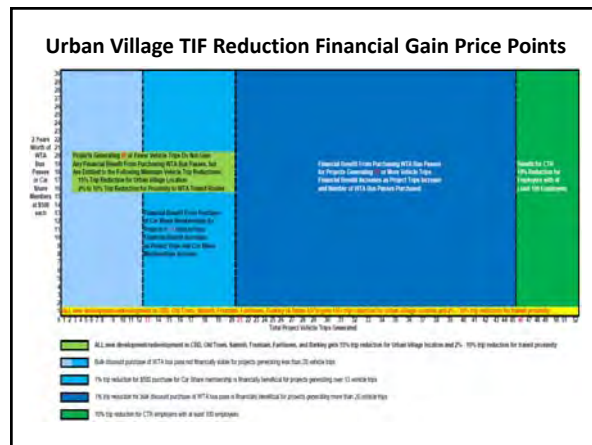
- 1% reduction of overall site vehicle trip generation for each Urban Village residential unit or employee provided with 2-years worth of free WTA transit passes.
- A contract would be required with the City to ensure compliance with verification of bus pass purchases provided by WTA. Failure to comply would be a breach of contract requiring full TIF payment, minus the cost of any purchased bus passes.
- Letter of Endorsement from WTA included in City Council agenda

Voluntary Car Share Accommodation Provision

[All Non-CTR Employers and Residential Projects]



- 2% reduction of overall site vehicle trip generation for each Urban Village residential unit or employee provided with 2-years worth of free car share organization membership¹¹ and/or
- 2% for each car share vehicle parked on an Urban Village residential or employment site.
- A contract would be required with the City to ensure compliance with verification of memberships provided by the car share organization. Failure to comply would be a breach of contract requiring full TIF payment, minus the cost of any purchased bus passes.



2012 Enhancements

- 25% Discount for WTA Transit Passes Purchased through Urban Village TIF Reduction Program
- City "Depository Accounts" for Bus Passes = No Hassles for Developers
- Bike Rack Installation Incentive/Reward - @\$500 Cost translates to @\$1,400 TIF savings

Voluntary TIF Reduction for Bike Rack Installation

- Developer purchases and installs City-approved U-shaped bike racks
- Location
 - Convenient (within 50 feet of entry)
 - Easily accessible (not too cramped)
 - Preferably covered, but not required
- Rack capacity for at least 4 bikes
- Typical Rack Cost = @ \$500
- Typical TIF Benefit = @ \$1,400



Part 5. Success of the Urban Village TIF Reduction Program

March 1, 2011 to August 1, 2013, the Bellingham Urban Village TIF Reduction Program has saved developers over **\$300,000** in TIF savings (Table 4.), as follows:

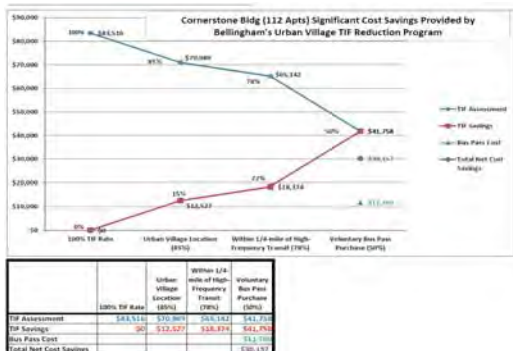
- Year 1 = **\$117,976**;
- Year 2 = **\$100,178**;
- Year 3 (5 mos) = **\$87,878**; and
- TIF savings (to date) = **\$306,032**



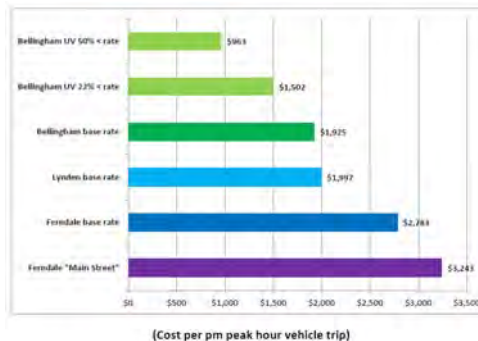
Details of Success

- **30 Projects in 30 months**
 - 433 residential apartments in compact mixed use areas
 - 115,249 SF commercial space
 - 31,897 SF office space
 - **\$246,175** in automatic (22% - 25%) TIF savings
- **3 Major Developers (274 apartments) have voluntarily purchased WTA bus passes for 2 years at a 25% discount**
 - **\$47,737** in TIF savings for voluntary performance measures
- **6 Businesses have purchased and installed bike racks**
 - **\$11,524** in TIF savings for voluntary performance measures

Case Study Example – Barkley Urban Village



Bellingham = Lowest 2013 TIF Rate of Any City in Whatcom County Urban Village TIF = 46% of Ferndale's "Mainstreet" TIF



Who Should Pay the Costs of Growth?

- Q. New development and businesses OR the City tax-payers?
A. BOTH because transportation benefits accrue to both



Awards & Recognition

- ✓ 2012 APA-PAW Award for Transportation Planning in Washington State
- ✓ 2013 ITE Transportation Planning Council Best Program Award – *Runner Up (International)*
- ✓ Program featured in many State and National APA and ITE Publications
- ✓ AICP Journal *Practicing Planner* Volume 11, No. 3 (Sept 2013) "The Urban Village TIF Reduction Program in Bellingham, Washington" <http://www.planning.org/practicingplanner/> [Example copy available here]

What's Next?

- In all of our work, there is always room for improvement
- **2014 research to support trip reduction credits for:**
 - ✓ TDM applications for small business employers & "employment centers"
 - (WA CTR is only for large business employers > 100 employees)
 - ✓ Possible application for Urban Village parking reductions/reward
- **Better educational efforts by planners and engineers regarding vehicle trip generation rates and the value that transportation impact fees provide for planners/engineers, the public, developers, and politicians**
 - ✓ City transportation improvements are extremely expensive
 - ✓ TIFs = private development proportional share of infrastructure cost
 - ✓ TIFs are beneficial to help leverage outside State & federal grant funding
 - ✓ Capital projects funded with grants help to keep local TIF rates low

Conclusions & Recommendations

- **Regarding TIFs:**
 - Private developers don't like TIFs and never will; Cities need to be 'okay' with that
 - Fiscal Reality – There is no such thing as a "free lunch"
(Someone, somewhere has to pay the expensive cost of transportation improvements)
 - Fiscal Choice: Costs can be shared (TIFs) or completely subsidized by public (no TIFs)
(In Bellingham, TIF revenue covers less than 20% of actual transportation costs)
- ITE Trip Generation Manual is an important resource, but trip generation rates may not reflect local land use and transportation **realities**; especially mixed use and the influence of sidewalks, bike lanes, and transit
- Best Practice = Comprehensively register vehicle trip generation rates to actual land use context and availability of other modes of transportation
- Outcome-based methodology. Create financial incentives that reward the type of development that the community wants while promoting infill land use, multimodal transportation goals, and economic development.

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..... but wait there's more!

For more information about Bellingham's
Multimodal Transportation Concurrency Program
and Urban Village TIF Reduction Program
 visit the City of Bellingham web site at:

<http://www.cob.org/services/planning/transportation/index.aspx>

or contact:

Chris Comeau, AICP, Transportation Planner
 City of Bellingham Public Works Department
 (360) 778-7946; or ccomeau@cob.org



Spokane Transportation Impact Fee Program Update




WA APA Conference 2013
 Louis Meuler, City Planner
 Planning and Development Services



October 2013
 American Planning Association – Washington Chapter
 2013 Annual Conference – Bellevue, Washington

Why am I here?

1. Close to Shameless Self Promotion



2. Wicked Problems
3. Smart Solutions

Background and History

- What are we doing to ourselves?
- Past crisis to current crisis
 - Don't let a good crisis go to waste.
- Maintenance Backlog and Needs vs. Wants
- Current Program
- Where to from here?

Spo·kane

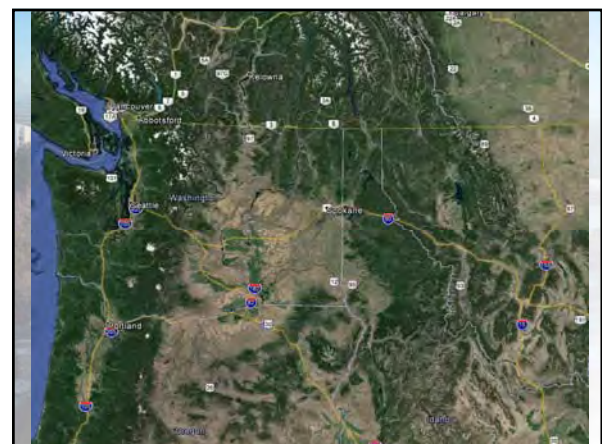
A city of eastern Washington near the Idaho border on the falls of the **Spokane River**, about 193 km (120 mi) long. Settled on the site of a trading fort established in 1810, Spokane is a trade and processing center in an agricultural, lumbering, and mining region.

Source: <http://www.thefreedictionary.com/Spokane>

Spokanistan

Another nickname for the city of Spokane in Washington State USA. This nickname began growing in popularity when some **Spokane** residents began to notice similarities between their surroundings and the pictures of dusty towns in Afghanistan being shown on TV news.

Source: <http://www.urbandictionary.com>

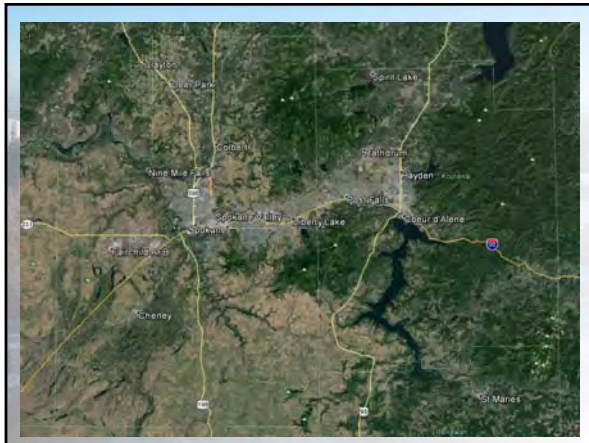


Inland Northwest Regional Center

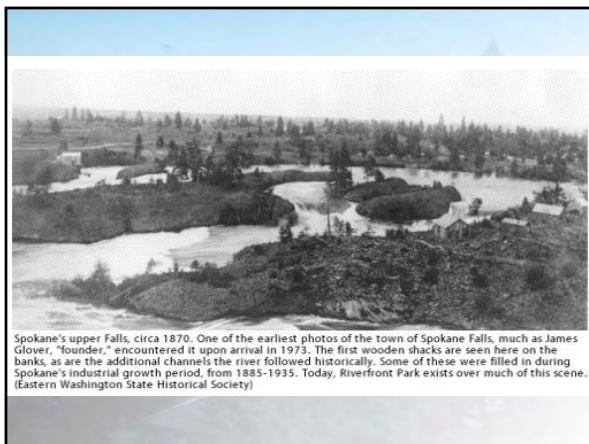


Spokane Demographics

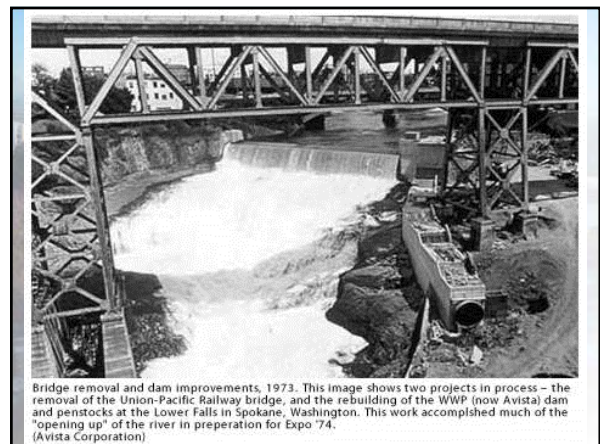
- 1,700,000 people within Spokane Trade Area – Very Spread Out – 150 mile radius
- 471,000 people within Spokane County
 - Spokane County "Urban" = 387,847
 - Spokane / Coeur d'Alene CSA = 674,600
- 210,000 people within the City of Spokane
 - About 1,000 a year growth – slow growth?
 - As of 2012 – Just under 70 Square Miles
- City's median household income \$41,466
 - Region's poverty issues
- Spokane County's median household income \$49,257



Source: <http://wellpinit.wednet.edu>



Spokane's upper Falls, circa 1870. One of the earliest photos of the town of Spokane Falls, much as James Glover, "founder," encountered it upon arrival in 1873. The first wooden shacks are seen here on the banks, as are the additional channels the river followed historically. Some of these were filled in during Spokane's industrial growth period, from 1885-1935. Today, Riverfront Park exists over much of this scene. (Eastern Washington State Historical Society)



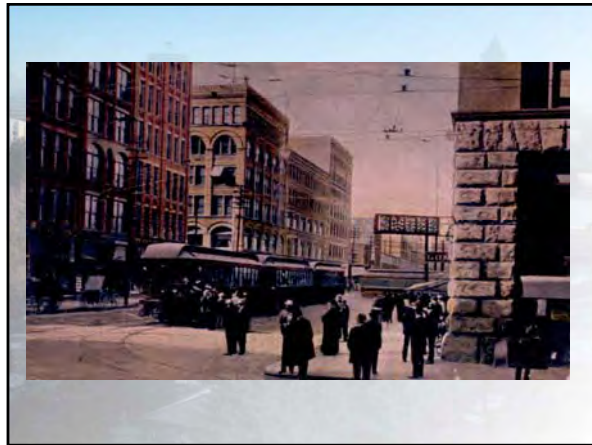
Bridge removal and dam improvements, 1973. This image shows two projects in process – the removal of the Union-Pacific Railway bridge, and the rebuilding of the WWP (now Avista) dam and penstocks at the Lower Falls in Spokane, Washington. This work accomplished much of the "opening up" of the river in preparation for Expo '74. (Avista Corporation)

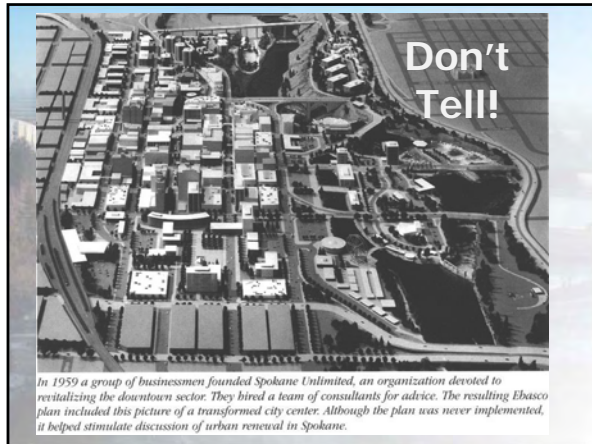
Trolley Era to Current Transit

- 1883 – First Rail Transit Service
- 1922 – Spokane United Railway
Regional light & trolley service
- 1938 – Trolley to Bus transition
(motorized coaches)
- 2010 – Private U-District Bus



Central Spokane Streetcar Lines – 1923



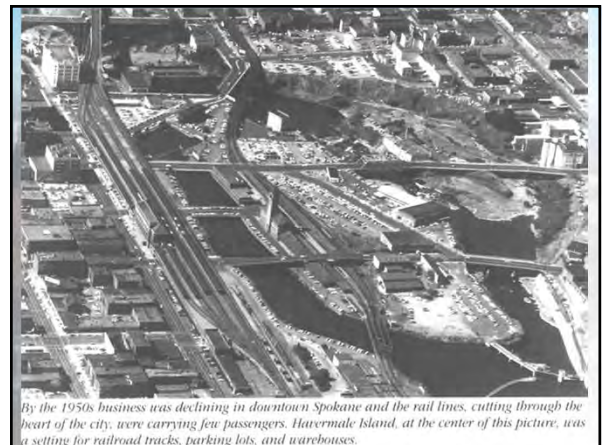


1908 Olmsted Brothers Plan

The railroad-jammed downtown riverfront, above the falls, was not part of the Olmsted plan, but only because, as the Olmsted's dryly noted, it had

"already been partially 'improved,' as one might ironically say, but it is questionable whether any considerable proportion of the community is proud of most of those improvements" (Olmsted).

Yet they predicted that the city would someday come to its senses and reclaim the area.





August 13, 2013 in City

City of Spokane, Kendall Yards team up to clean, use stormwater

Rain can wash pollutants into the Spokane River

This block contains a collage of images. The top left shows a row of modern houses. Below it are several smaller images: a person in an orange shirt working on a concrete surface, a stormwater management facility with a large pipe, a green lawn, a person holding a leaf, and a close-up of a leaf.





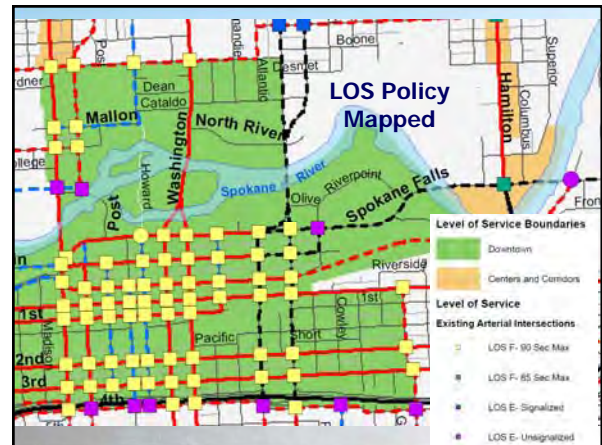
TIF 1.0: A five-year mission (15?) To boldly go?

- Attempted to integrate with land use plan vision
 - Centers and Corridors
 - Multi-modal

Level of Service

- LOS currently based solely on intersection LOS and auto capacity.
- Adjusted this LOS based on Land Use desires – Generally perceived as not achieving desire results.

4.8 "Level of service", commonly referred to as LOS, is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, as defined in the TRB Highway Capacity Manual. The City of Spokane requires analysis of control delay for each movement at unsignalized intersections and aggregated average control delay for signalized intersections. This measure is then equated to a letter value, LOS A through LOS F.



Impact Fee Programs

Are these controversial?

October 3, 1996 in Washington Voices

Impact Fees Will Be Paid To Avoid Development Delay

Kevin Johnson, The Spokesman-Review

Our 1st "Voluntary" System Created

Archive - Journal of Business - September 01, 2005

Eyed impact fees stir debate

Some say change is essential; others say too much burden falls on developers already

By Linn Parish

The city of Spokane wants to turn its temporary, voluntary transportation-impact fee into a permanent, mandatory fee on new development, an idea that's dusting up debate in business circles.

Proponents say impact fees, also known as mitigation fees, are essential to fund new streets. Permanent impact fees are a sign of progressive thinking, they contend, that would allow for future growth and boost economic-development efforts in the city.

- Still not satisfied with SEPA Mitigation process
- March 2005 – City-Wide Voluntary Impact Fee System Developed – It worked before?

- Mid 2005 – Traffic mitigation process still not working.
- Through 2006 – Staff effort not inclusive enough.
- December 2006 – Mayor appointed TIF Work Group
 - Let us make this official!
- October 2007 TIF Rate Study - Only 10 Months!
 - Council says "Not adequate" - Sticker shock?
- November 2008 – Council adopts TIF "shell" ordinance. Required more process (reduce price tag, better data & model) before going into effect.
- TIF 2.0: Program finally adopted in January, 2011
- 4 Zones: Latest annexation area not covered.

TIF Reductions for Good Behavior

- Downtown Zone lowest rate
- Credits
 - Reduced rate for Center or Corridor – 10%
 - Mixed use for “active” first floor – 10%
 - “Complete Street” upgrades – 10%
 - Maximum of 20% Credit
- Parking garage pays zero – no use that generates trips ☺

TIF Rates

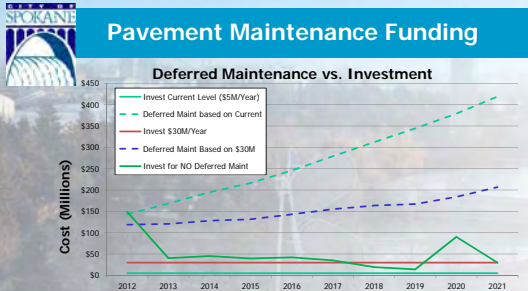
- Downtown = \$90 a Peak Hour Trip
 - MF DU = \$68
- Outside Downtown = \$587 to \$860
 - SF DU = \$750 to \$1,004
- TIF collected \$1.3 m since Jan. 2011.
 - Downtown = \$11,500 ☹

The Sky is Falling – Crisis? & the streets are falling apart

- Recession – Spokane 1.5 to 2 Years Behind
- City administration change
 - Different Philosophy – Familiar?
- Infrastructure O&M and Life Cycle Cost
 - Bills for infrastructure replacement coming
 - www.StrongTowns.org



Pavement Maintenance Funding



Deferred Maintenance vs. Investment

- Regional grant outlook allocates \$20M/year for maintenance.
- Current local investment is about \$5M/year.
- Even investing \$30M/year does not reign in deferred maintenance.
- In addition, bridge work amounts to roughly \$355M deferred maintenance.

Combined Sewer Overflow Water & Sewer

- Build our way out with huge tanks - \$500 to \$600 per household.
- Is there another way?
- TIF 3.0 System to support integrated approach?

Infrastructure Integration

- Make sure our Level of Service definition fits what we want and can afford.
 - Transportation
 - Land Use
 - Storm-water / CSO
 - Water / Sewer Maintenance

Great opportunity to look at everything differently and be SMART about how we look at our future needs within the right of way

HELP - “Right of Way Infrastructure Chapter” ?

Performance Measures

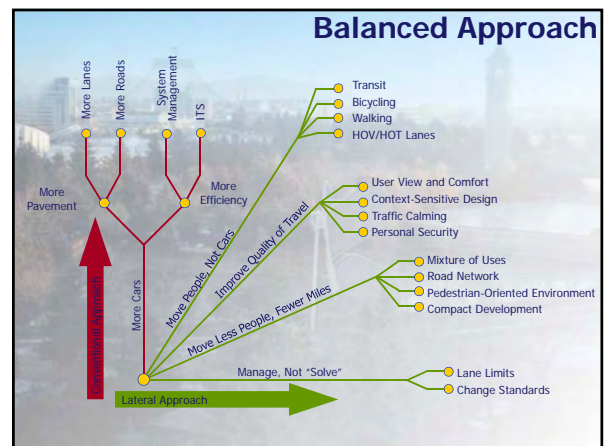
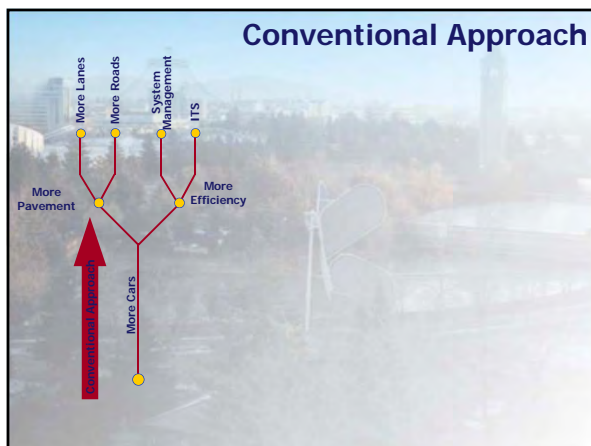
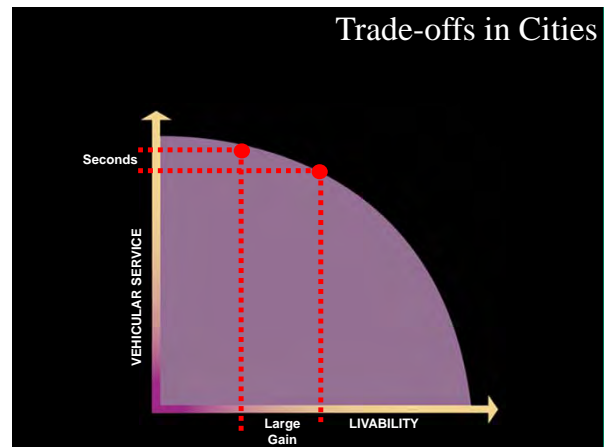
- Are we measuring the right things?
- Are we happy?
- Are we achieving desired results?
- Do we really have a congestion problem?
- What can we afford?

What are we doing?

- Public health partnership
- Trying to include next generation
 - Is Facebook already dead?
 - Is there a conference session?
- What can we afford rather than what we think we would like?
 - What can we maintain?
 - What do we want to maintain?

Back to a Transportation Vision

- Pedestrian First?
- Reduce Demand?
- Viable Public Transit?
- Reduce Sprawl / Continue to Encourage Infill? Who pays?
- Use Fiscal Resources Efficiently?



What I've Heard

- Reduce integrated costs
 - Re-evaluate what is really needed
 - Reduced lane widths?
 - Rebuild existing streets to narrower / lower cost?
 - Stormwater Integration? Green?!
 - Multi-modal is important? Economy?
- Integrate Capital and O&M with Vision?



City of Vancouver Traffic Impact Fee Program



TIF Program – A Complete Overhaul

Ryan Lopossa, P.E.
Transportation Development Review Services



October 2, 2013
American Planning Association – Washington Chapter
2013 Annual Conference – Bellevue, Washington

Agenda



- Background
- Existing Program Structure
- Historical TIF Collections
- Role of TIF in City's Transportation Budget
- Goals & Objectives for New TIF Program
- Scope of Program Overhaul
- Schedule
- Questions & Discussion

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Background



- City Size – 46 Square Miles
- Population – 165,000 (4th largest in WA)
- Over 1,800 Lane Miles of City Streets
- Over 3,800 Acres of City Owned ROW
- 234 Traffic Signals
- 17,300 (+/-) Street Lights
- Thousands of Traffic Control Signs
- Hundreds of miles of pavement striping
- >\$16 Million in Annual Street O&M
- >\$430 Million in Future Street Upgrades

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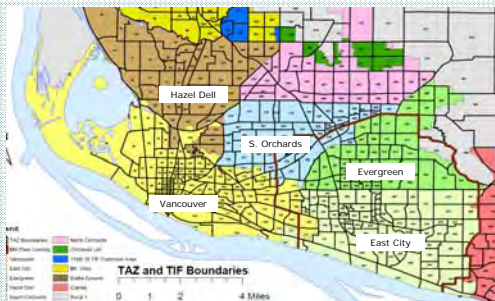
Background



- Current TIF Program adopted in 2001 with origins going back to County's 1991 program
- TIF collected pursuant to RCW 82.02
- TIF assessed based on "trips" from development site
- TIF must be related to "new growth" (impacts) on transportation system
- Significant Case Law guides program design and policy framework
- Most Cities in WA state and other states implement "impact fee"

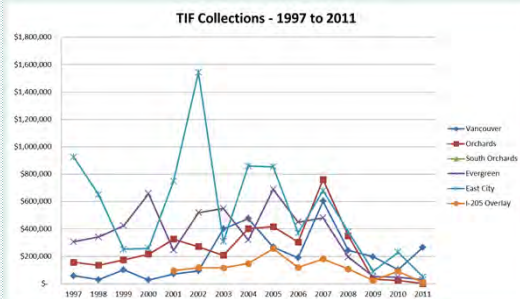
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Existing TIF Program



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Historical TIF Collections



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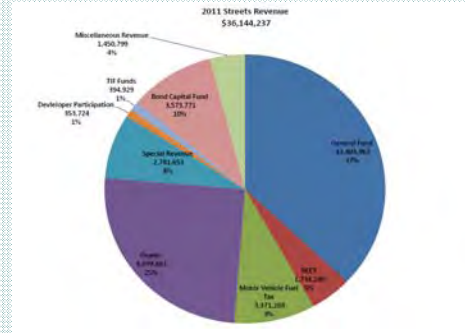
Historical TIF Collections

Recent TIF Collections

	2007	2008	2009	2010	2011	Collections 1997 thru 2011
Vancouver	\$ 602,783	\$ 243,344	\$ 197,055	\$ 100,880	\$ 265,715	\$ 3,125,183
Orchards	\$ 760,590	\$ 349,292	\$ 31,480	\$ 23,302	\$ -	\$ 3,770,424
South Orchards					\$ 8,271	\$ 8,271
Evergreen	\$ 481,295	\$ 194,430	\$ 52,507	\$ 47,796	\$ 29,781	\$ 5,306,822
East City	\$ 679,757	\$ 378,155	\$ 89,886	\$ 229,825	\$ 48,700	\$ 8,192,480
1-205 Overlay	\$ 180,811	\$ 107,609	\$ 23,387	\$ 91,699	\$ 9,253	\$ 1,263,784
Sum by Year	\$ 2,705,237	\$ 1,272,830	\$ 394,315	\$ 493,502	\$ 361,720	\$ 21,666,965

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Transportation Revenue



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Goals & Objectives

- Continued emphasis on TIF's role within the City's transportation funding program
- Consideration of industry best practices
- Efficiency in the administration of the program
- Accountability for development impacts to the City's transportation system
- Affordability for development community
- Application of trip reduction incentives

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Scope of Program Overhaul

- Research Best Practices
- Public Involvement Process – Stakeholders
- TIF District Boundaries
- TIF Credit system
- TIF Reduction Incentives – BEF
- Financial Analysis
- City Code & Policy Updates
- Planning Commission/City Council
- Adoption

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Scope / Schedule

	2013 (4 th Qtr)	2014 (1 st Qtr)	2014 (2 nd Qtr)	2014 (3 rd Qtr)	2014 (4 th Qtr)
Project Scoping	←→				
Research Best Practices	←→				
Public Involvement	←→				
TIF District Boundaries		←→			
TIF Credit System			←→		
TIF Reduction Incentives				←→	
Financial Analysis				←→	
City Code & Policy Updates					←→
PC/City Council					←→
Adoption					←→

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Questions & Discussion

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