

Putting Together a Transportation Impact Fee Program

***Presentation to the
Impact Fees and Concurrency Workshop
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Presentation Preview

- *Transportation Impact Fee Process*
- *Technical Features*
- *Final Thoughts*



Process

- *Project List*
- *Forecasts (Land Use, Trips)*
- *Cost Allocation*
- *Fee Schedule*



Project List (Pierce Co)

- *46 Road Projects - \$391,974,000*
- *134 Standalone Intersection Projects - \$95,765,000*
- *Total Cost of Projects = \$487,739,000*



GROWTH ESTIMATES

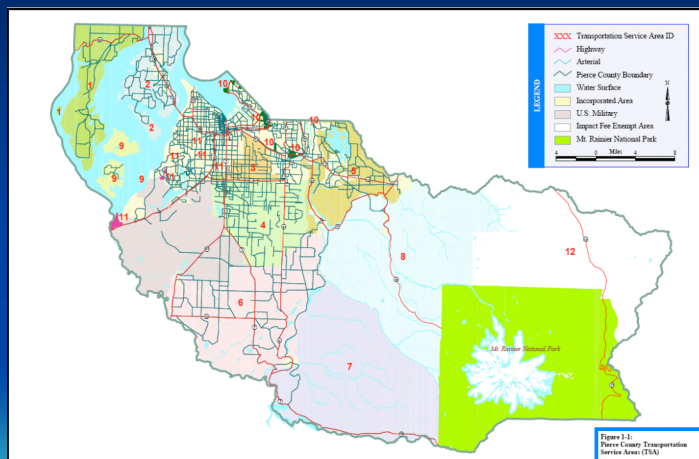
- 2006-2022 Data

Land Use Category	Unit of Measure	2006 *	2022 **	Growth
Single Family Housing	Dwelling Units	10,489	11,954	1,465
Multi -Family Housing	Dwelling Units	12,450	14,872	2,422
Office	Square Feet	5,384,847	6,161,605	777,000
Retail	Square Feet	3,765,355	3,974,210	209,000
Industrial	Square Feet	2,668,361	2,551,561	(117,000)

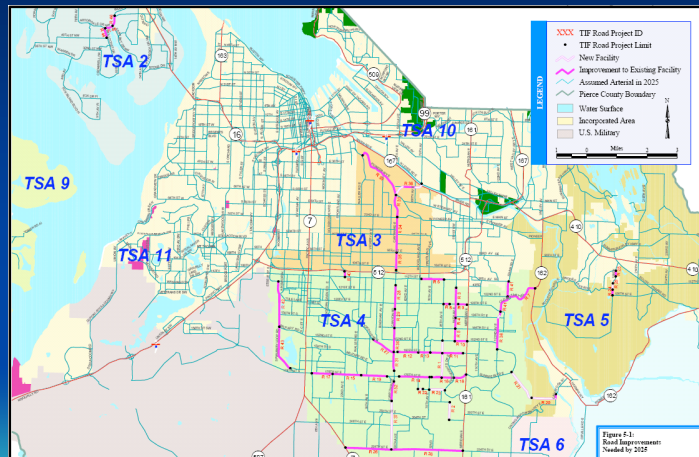
City of Kirkland

Transportation Impact Fee Rate Study

Transportation Service Areas

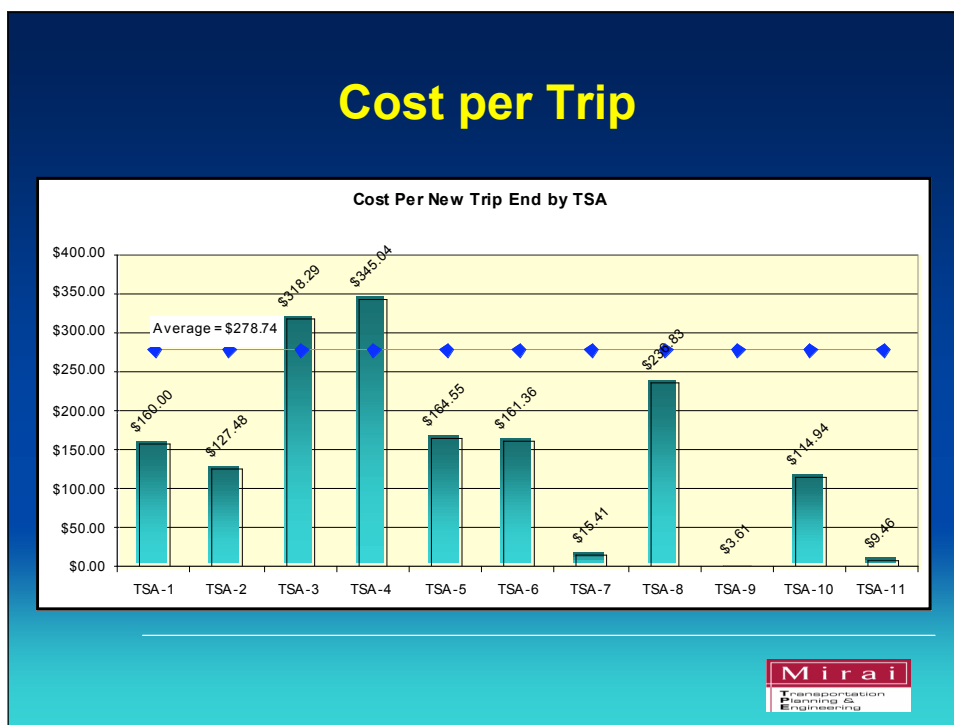
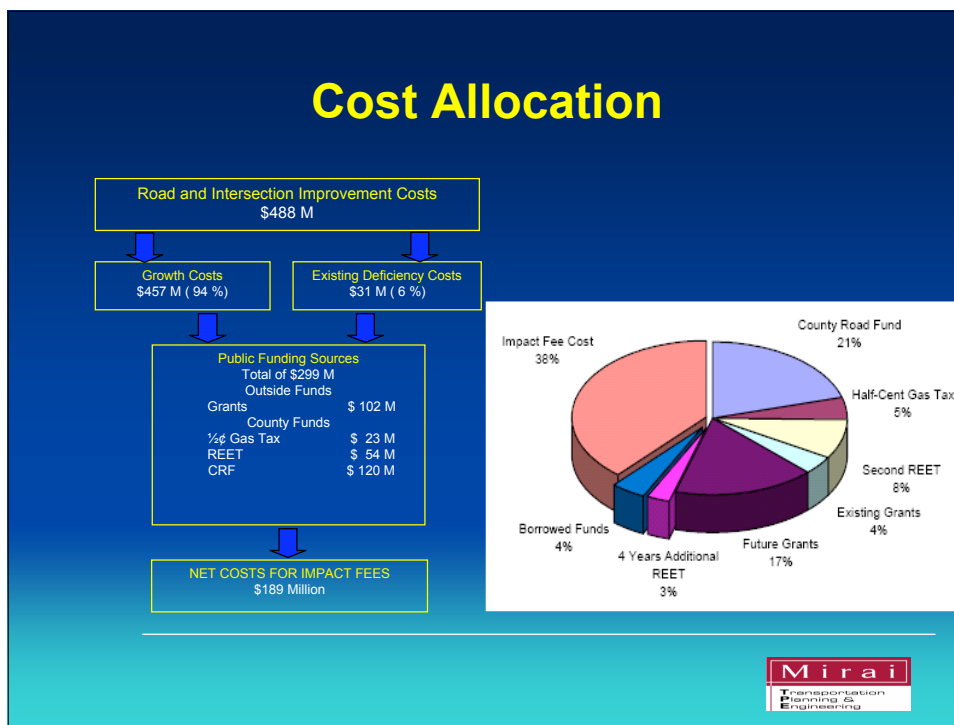


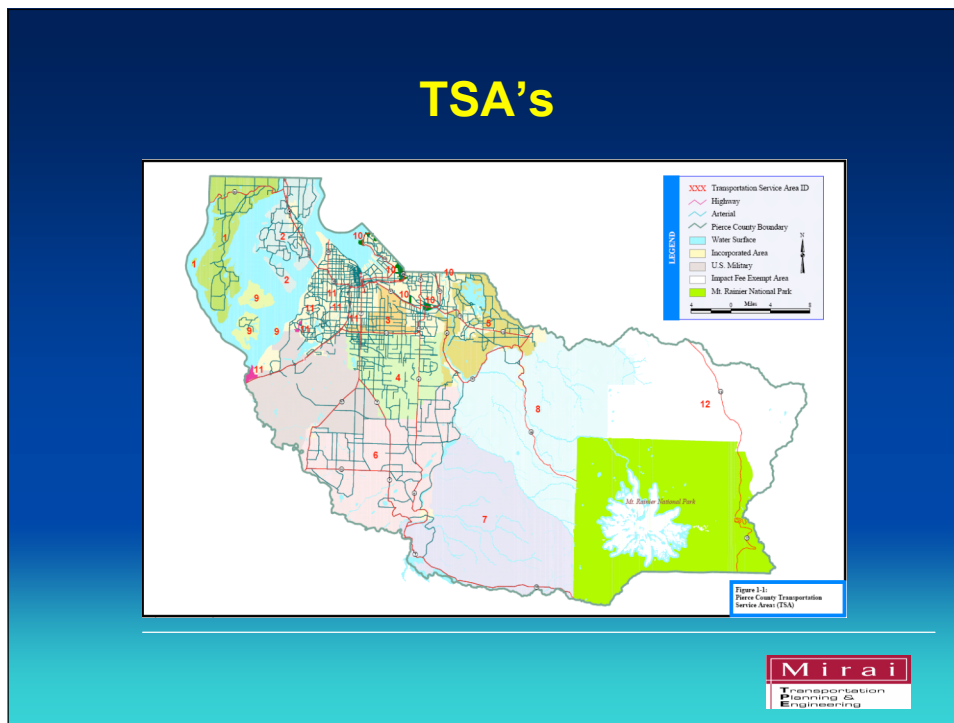
Transportation Service Areas



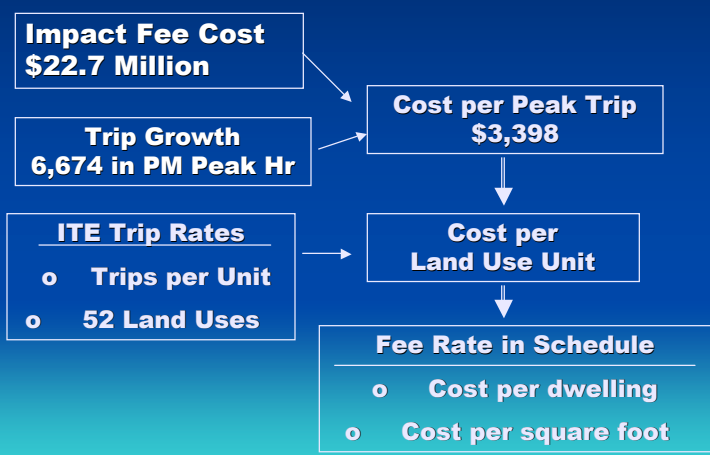
Track Trip Patterns Using Travel Model







Developing the Transportation Impact Fee Schedule



Relationship with SEPA

- *Major goal : Achieve as close as possible to “Pay and Go”*
- *SEPA still required for site-specific impacts, safety, nonmotorized, neighborhood impacts, etc.*
- *Streamline Traffic Impact Analysis Procedures:*
 - *Raise Threshold for Analysis*
 - *Simplify Review Procedures*



Final Thoughts

- *Traffic Impact Fee program requires structured process to ensure legal defensibility.*
 - *Different ways to structure the program but ingredients should meet GMA requirements*
- *Public involvement program can help achieve community support of new impact fee program*



Questions?

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