Traffic Impact Fee Program Technical Document
A.  Background

The Traffic Impact Fee (TIF) program is based on a specific list of transportation capital improvement projects by TIF District. ¹ They are developed and calculated as follows:

(a) All CFP improvements are coded into a model network;
(b) Base year (2003) demand (ADT) is estimated;
(c) Future year (2023) demand (ADT) is estimated;
(d) District private share is established as ((2023 district trips – 2003 district trips) / (2023 all trips to / from district));
(e) District TIF Program capital project costs are estimated, summed, and multiplied by the private share ratio from step d, above (see Table 1 below for project listing);
(f) The total district private share cost from Step e, above, is divided by the new total trip ends (the numerator from step d) to determine the district per trip cost;
(g) Fees are calculated through the development review and permitting process according to the following formula: (district per trip fee x all day use-specific trip generation x pass-by factor x BEF x .85)²
(h) Fees are adjusted annually using the Engineering News Record Construction Cost Index for Seattle, after review and adoption.

B.  Business Enhancement Factor

The Business Enhancement Factor (BEF) is a trip generation adjustment that is applied to a specific category of retail-commercial land uses. These land-uses are typically recognized as having significant pass-by trips pursuant to the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Land uses that are eligible for the BEF are listed in the following table:

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Free Standing Discount Superstore</td>
<td>813</td>
</tr>
<tr>
<td>Free Standing Discount Store</td>
<td>815</td>
</tr>
<tr>
<td>Hardware/Paint Store</td>
<td>816</td>
</tr>
<tr>
<td>Nursery (Wholesale)</td>
<td>818</td>
</tr>
<tr>
<td>Shopping Center</td>
<td>820</td>
</tr>
<tr>
<td>Auto Parts Sales</td>
<td>843</td>
</tr>
<tr>
<td>Tire Store</td>
<td>848</td>
</tr>
<tr>
<td>Supermarket</td>
<td>850</td>
</tr>
<tr>
<td>Convenience Market</td>
<td>851</td>
</tr>
<tr>
<td>Convenience Market w/ Gas Pumps</td>
<td>853</td>
</tr>
</tbody>
</table>

¹ There are 3 districts in the City of Vancouver Program – see attached District Map
² A) Trip generation is determined through a traffic study and the development review process. The most current version of the ITE Trip Generation Manual serves as the basis for most trip generation rates; B) BEF= Business Enhancement Factor & is only applicable as described in this technical memorandum; C) The .85 tax adjustment is applied pursuant to VMC 20.915.040(A)(4).
<table>
<thead>
<tr>
<th>Business Type</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Discount Supermarket</td>
<td>854</td>
</tr>
<tr>
<td>Home Improvement Superstore</td>
<td>862</td>
</tr>
<tr>
<td>Electronic Superstore</td>
<td>863</td>
</tr>
<tr>
<td>Pharmacy/Drugstore without Drive-Through Window</td>
<td>880</td>
</tr>
<tr>
<td>Pharmacy/Drugstore w/Drive-thru</td>
<td>881</td>
</tr>
<tr>
<td>Furniture Store</td>
<td>890</td>
</tr>
<tr>
<td>Drive-in Bank</td>
<td>912</td>
</tr>
<tr>
<td>Hair Salon</td>
<td>918</td>
</tr>
<tr>
<td>Copy, Print and Express Ship Store</td>
<td>920</td>
</tr>
<tr>
<td>Drinking Place</td>
<td>925</td>
</tr>
<tr>
<td>Quality Restaurant</td>
<td>931</td>
</tr>
<tr>
<td>High Turnover/Sit Down Rest.</td>
<td>932</td>
</tr>
<tr>
<td>Fast Food w/o Drive Thru</td>
<td>933</td>
</tr>
<tr>
<td>Fast Food with Drive Thru</td>
<td>934</td>
</tr>
<tr>
<td>Fast Food with Drive-Through Window and No Indoor Seating</td>
<td>935</td>
</tr>
<tr>
<td>Coffee/Donut Shop without Drive-Through Window</td>
<td>936</td>
</tr>
<tr>
<td>Coffee/Donut Shop with Drive-Through Window</td>
<td>937</td>
</tr>
<tr>
<td>Coffee/Donut Shop with Drive-Through Window and No Indoor Seating</td>
<td>938</td>
</tr>
<tr>
<td>Bread/Bagel/Donut Shop without Drive-Through Window</td>
<td>939</td>
</tr>
<tr>
<td>Bread/Bagel/Donut Shop with Drive-Through Window</td>
<td>940</td>
</tr>
<tr>
<td>Gasoline/Service Station</td>
<td>944</td>
</tr>
<tr>
<td>Gasoline/Service Station with Convenience Market</td>
<td>945</td>
</tr>
<tr>
<td>Self-Service Car Wash</td>
<td>947</td>
</tr>
<tr>
<td>Automated Car Wash</td>
<td>948</td>
</tr>
</tbody>
</table>

C. **TIF Credits**

TIF credits shall be issued consistent with the requirements of RCW 82.02.060(34) as implemented in the City of Vancouver under VMC 20.915.090.

D. **Utilization of Existing TIF Credits Pursuant to VMC 20.915.090.A.5**

TIF credits issued prior to the effective date of this technical document will continue to be honored.
Credits must be used in the originating district. To determine the originating district, the following mapping system shall reference:

- TIF credits issued after October 14, 2007 to the effective date of the adopting ordinance, specifically June 3, 2015 shall refer to the TIF Map entitled “Traffic Impact Fee Districts – After October 14, 2007 to June 3, 2015.
- TIF credits issued prior to October 15, 2007 shall refer to the TIF Map entitled “Traffic Impact Fee Districts - Prior to October 15, 2007”.

E. Project Removal Criteria

Projects may be removed from the list during program updates when they meet these criteria:

1) The project is substantially complete and
2) The project has no additional capacity or
3) The estimated public and private share have been completely fulfilled, i.e. the project will not receive additional private share reimbursement or has been on the program list for 20 years.

F. Fee Inflation Methodology as Required by VMC 20.915.040.A.2 and VMC 20.915.100A

In between complete program updates, per trip fees will be updated annually based on the Engineering News Record (ENR) Construction Cost Index (CCI) for Seattle. This will occur annually using the CCI for Seattle with base year value set at 10,398 from June 2015. Annual fee adjustments will be made according to the following formula:

\[(\frac{\text{newest December CCI}}{\text{base year CCI}}) \times \text{district fee} = \text{inflation adjusted fee}\]

As of January 1, 2021, applying the above formula to each TIF district gives the following current TIF rates:

- Columbia: \((12,840 / 10,398) \times $163 = $201\)
- Cascade: \((12,840 / 10,398) \times $223 = $275\)
- Pacific: \((12,840 / 10,398) \times $290 = $358\)

Adjustment to project cost for issuance of credits will be calculated as:

\[(\frac{\text{newest December CCI}}{\text{base year CCI}}) \times \text{total project cost} = \text{inflation adjusted project costs}\]

G. City of Vancouver Mill Plain Overlay Fee

As of January 1, 2021, the City of Vancouver will no longer collect fees for the Mill Plain Boulevard Overlay.
Project Name | From Location | To Location | Total Cost | Private Share | Private Cost |
---|---|---|---|---|---|
Pacific Cascades Blvd Portal Widening | Columbia Cascades Blvd. | @ BNSF Rail berm underpass | $20,000,000 | 40.8% | $8,151,017 |
Fruit Valley Road | 61st Street | 78th Street | $37,233,325 | 40.8% | $15,174,473 |
Jefferson/Kauffman Street Realignment | Evergreen | Mill Plain Blvd. | $10,000,000 | 40.8% | $4,075,508 |
Main Street | 5th Street | 15th Street | $11,310,777 | 40.8% | $4,609,717 |
Main Street | 39th Street | Intersection | $3,593,207 | 40.8% | $1,464,414 |
NW 32nd Avenue | SR501/NW 26th Ave. | Fruit Valley Rd. @ Whitney | $13,859,512 | 40.8% | $5,648,456 |
Ross Street/54th Street | 15th Avenue | St. Johns Blvd. | $7,186,414 | 40.8% | $2,928,829 |
St. Johns Boulevard Intersection | St. Johns Blvd. | Ft. Vancouver Way | $2,823,234 | 40.8% | $1,150,611 |
Columbia Totals & Fee | | | $106,006,469 | - | $43,203,024 |
Cascade | | | | | |
Lieser Rd. / 87th Avenue | Intersection Realignment | Offset removal | $21,535,130 | 35.8% | $7,708,989 |
MacArthur Rd. / Lieser Realignment | Lieser Road | MacArthur Blvd | $2,812,093 | 35.8% | $1,006,653 |
Ellsworth Rd. | SE 5th Street | SE 10th | $3,200,000 | 35.8% | $1,145,513 |
104th Avenue | Mill Plain Boulevard | 18th Street | $9,500,000 | 35.8% | $3,400,741 |
Brady Road Extension | SE 192nd Ave. (@ SR14) | SE 171st Ave. / SE 39th St. | $20,500,000 | 35.8% | $7,338,441 |
McGillivray Boulevard/10th St. | Chakalov | 98th Avenue | $4,000,000 | 35.8% | $1,431,891 |
McGillivray Boulevard / SE 166th Ave. | Intersection SE 166th Ave. | @ McGillivray | $1,200,000 | 35.8% | $429,567 |
I205 Off Ramp | 18th Street | 15th St. | $2,600,000 | 35.8% | $930,729 |
NE 18th Street | 87th Avenue | 192nd Avenue | $39,191,000 | 35.8% | $14,029,310 |
NE 9th Street Corridor Completion | 136th Avenue | 139th Avenue | $2,400,000 | 35.8% | $859,135 |
NE 9th/11th Street Corridor | 152nd Avenue | 162nd Avenue | $3,000,000 | 35.8% | $1,073,918 |
SE 1st St. | 164th Avenue | 192nd Avenue | $16,500,000 | 35.8% | $5,906,550 |
SE 5th St. | SE 120th Ave. | SE 121st Ave. | $550,000 | 35.8% | $196,885 |
Section 30: NE 192nd Ave. | SE 1st | NE 18th St. | $8,250,000 | 35.8% | $2,953,275 |
Section 30: E/W Collector Arterial | | | $7,200,000 | 35.8% | $2,577,404 |
Section 30: N/S Collector Arterial | | | $7,200,000 | 35.8% | $2,577,404 |
Cascade Totals & Fee | | | $149,638,223 | - | $53,566,405 |
Pacific | | | | | |
NE 127th Avenue Corridor | Burnt Bridge Creek | Fourth Plain Boulevard | $2,370,000 | 33.5% | $794,843 |
131st Ave. Corridor | NE 59th St. | Fourth Plain Boulevard | $3,000,000 | 33.5% | $1,006,131 |
137th Avenue Corridor | 49th St. | Fourth Plain Boulevard | $25,000,000 | 33.5% | $8,384,422 |
NE 147th Avenue Ext. | Fourth Plain Blvd. | NE 59th St. | $7,000,000 | 33.5% | $2,347,638 |
NE 152nd Avenue | NE 59th St. | Fourth Plain Boulevard | $3,400,000 | 33.5% | $1,140,281 |
NE 157th Avenue | NE 59th St. | Fourth Plain Boulevard | $3,400,000 | 33.5% | $1,140,281 |
NE Fourth Plain Boulevard | 117th Ave. | 162nd Avenue | $2,500,000 | 33.5% | $838,442 |
NE 28th Street | 138th Avenue | 164th Avenue | $9,900,000 | 33.5% | $3,320,231 |
NE 49th Street Corridor | NE 122nd Avenue | 137th Avenue | $8,900,000 | 33.5% | $2,984,854 |
NE 59th Street Corridor | 121st Avenue | 137th Avenue | $11,250,000 | 33.5% | $3,772,990 |
NE 59th Street Corridor | 137th Avenue | 162nd Avenue | $23,100,000 | 33.5% | $7,474,206 |
NE 18th Street | 87th Avenue | NE 192nd Ave. | $19,595,000 | 33.5% | $6,571,710 |
Van Mall Dr. Ext. | Andresen | 66th Avenue | $1,000,000 | 33.5% | $335,377 |
Van Mall Dr. | Fourth Plain Blvd. | Van Mall entrance @ loop rd | $750,000 | 33.5% | $251,533 |
NE 94th Ave. | Van Mall Dr. | 54th St. | $1,000,000 | 33.5% | $335,377 |
Evergreen Totals & Fee | | | $122,165,000 | - | $40,971,316 |
TOTAL PROJECT COST | | | $377,809,692 | - | $137,740,745 |

| Project Name | Cost in 2014 | Private Share | Private Cost |
---|---|---|---|
Columbia | $106,006,469 | 40.8% | |
Cascade | $149,638,223 | 35.8% | |
Pacific | $122,165,000 | 33.5% | |
Total | $377,809,692 | 33.5% | $137,740,745 |

| Districts | 2010 Peak Hour | 2035 New Trips | Cost/Trip |
---|---|---|---|
Columbia | 32,026 | 59,725 | $163 |
Cascade | 36,310 | 61,536 | $223 |
Pacific | 23,791 | 38,693 | $290 |