



## Staff Report

December 5, 2022 Council Workshop Meeting

Camas Transportation Plan and Traffic Impact Fee Update Professional Services Agreement Amendment 5

Presenter: James Carothers, Engineering Manager

Time Estimate: Five Minutes

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**BACKGROUND:** Staff and the consultant, DKS Associates, were working on the Transportation System Plan (TSP) in 2019 prior to the Covid pandemic. As this plan is a general fund project, progress was put on hold in 2020. In 2021, staff and Council determined that additional public outreach was needed to properly guide this effort. Comments have been received and surveys have been taken by citizens on Engage Camas. The project team is working toward presenting a draft of the TSP and Traffic Impact Fee (TIF) Update in 2023.

**SUMMARY:** The main goal of a Council adopted TSP and TIF Update is to provide an updated long-range list and costs for capital transportation projects, including multi-modal (walking, biking and rolling) travel. The TIF Update focuses on those projects that are needed to upgrade roadways and intersections to facilitate new motorized vehicular trips due to anticipated growth within the City. Furthermore, the TIF Update determines the amount of fees to collect for each new trip that comes into the City's roadway system.

The collection of TIF is to be based on a portion of the overall cost of the growth generated projects divided by the anticipated number of new trips to be added to the roadway system. The location of the new trips and the direction of travel is determined by the Regional Transportation Council (RTC) travel demand model. The model initially used in this project was the 2010 base year model which analyzed growth through 2035 and was the most current version of the model when the TSP was started in 2019. The current RTC model that is now available for use has a 2015 base year and analyzes growth through 2040. Updating the analysis now for the TSP and TIF Update will also provide the City with a good base to start from for the upcoming city-wide Comprehensive Plan Update that will be started in 2023. Additionally, the Northshore Subarea Plan has updated the anticipated number of households and jobs and where they will be allocated within the City. Based on these combined factors, staff finds that use of the new travel demand model will yield a more accurate list of projects

and TIF collection amount. This amendment accomplishes these tasks. The cost of this amendment is \$63,350.

### **EQUITY CONSIDERATIONS:**

What are the desired results and outcomes for this agenda item?

Update the transportation Capital Improvements Plan list of projects and the TIF.

What's the data? What does the data tell us?

The TIF and list of long-range transportation projects were last updated in 2012.

How have communities been engaged? Are there opportunities to expand engagement?

Comments and survey information have been gathered on Engage Camas.

Who will benefit from, or be burdened by this agenda item?

All transportation users of all modes will be benefited. Those who will add new trips to the system will be charged TIF at the time of securing building permits.

What are the strategies to mitigate any unintended consequences?

Council will consider the rate to charge on the TIF prior to adoption. Staff seeks all potential grant and loan funding sources for projects related to transportation.

Does this agenda item have a differential impact on underserved populations, people living with disabilities, and/or communities of color? Please provide available data to illustrate this impact.

This plan considers all modes of travel for all users. The plan itself and any projects arising from the study have no differential impact.

Will this agenda item improve ADA accessibilities for people with disabilities?

The plan will address projects that will improve ADA accessibility.

What potential hurdles exist in implementing this proposal (include both operational and political)?

There are no known hurdles in implementing this plan. There may be a challenge in funding projects that result from the plan.

How will you ensure accountabilities, communicate, and evaluate results?

Council and the public will be engaged in upcoming steps to implement the plan.

How does this item support a comprehensive plan goal, policy or other adopted resolution?

T-1: Streets will function for all users including bicyclists, pedestrians, transit users, and motorists.

T-6: Transportation planning will achieve the efficient use of transportation infrastructure, increase its person-carrying capacity, and accommodate and facilitate future growth consistent with land use objectives.

T-8.2: Ensure that the transportation impact fee program responds to land use changes, so that connectivity occurs and new development pays its proportionate share of needed capacity.

**BUDGET IMPACT:** The current multi-year budget for this project is \$236,065 and remaining tasks are funded by the general fund in the 2022 budget. Staff will include carry-over and the additional \$63,350 in the Spring 2023 Omnibus.

**RECOMMENDATION:** Staff recommends including this Professional Services Agreement Amendment 5 on the December 19, 2022 Consent Agenda for Council's consideration