



BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

AB24-096
November 25, 2024
Ordinance

AGENDA BILL INFORMATION

TITLE:	AB24-096: Transportation Impact Fee Program	<input type="checkbox"/> Discussion Only
PROPOSED ACTION:	Move to approve Ordinance 1301 amending the Snoqualmie Municipal Code to add Title 20.09 Transportation Impact Fees and associated Rate Study.	<input checked="" type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution

REVIEW:	Department Director	Emily Arteche	9/25/2024
	Finance	n/a	Click or tap to enter a date.
	Legal	David Linehan	11/14/2024
	City Administrator	Choose an item.	11/21/2024

DEPARTMENT:	Community Development		
	STAFF: Emily Arteche		
	COMMITTEE: Community Development		COMMITTEE DATE: November 18, 2024
	EXHIBITS: 1. AB24-096x1 Traffic Impact Fees Ordinance and Title 20.09 Draft Code Amendments 2. AB24-096x2 2024 Rate Study		

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUESTED	\$ n/a

SUMMARY

INTRODUCTION

SMC Title 20.09, Transportation Impact Fees, will allow the City to capture a fair and proportionate share of the costs of new transportation facilities needed to serve new growth and development within the City of Snoqualmie.

LEGISLATIVE HISTORY

None.

BACKGROUND

In 1994 Washington State's Growth Management Act, or GMA, authorized counties, cities, and towns planning under the GMA to impose impact fees pursuant to RCW 82.02.050 to help pay for certain types of public facilities including public streets and roads. Since that time many cities in Western Washington have adopted

transportation impact fee programs. Snoqualmie has adopted a school impact fee program but has not yet adopted a transportation impact fee program.

ANALYSIS

Transportation impact fees are defined fees required of all developers to pay for “system improvements” to the transportation network. Growth in residents and workers from new development is expected to increase travel demand on public facilities, and the purpose of the impact fee is to fund improvements and expansion to the City’s transportation infrastructure to manage this additional demand.

The City retained Fehr & Peers to conduct a rate study to determine an appropriate transportation impact fee to charge applicants for new development in the City. The Snoqualmie Traffic Impact Fee Rate Study, dated November 13, 2024 (“2024 Rate Study”) is attached as Exhibit 2. To calculate the impact fee rate for Snoqualmie, a project list was developed using the 2025-2030 Six-Year Transportation Improvement Program, Snoqualmie Riverwalk Master Plan, Snoqualmie Mills EIS, and the list of transportation mitigation projects identified in the Snoqualmie Comprehensive Plan Update 2044. After determining the eligible contribution of each project to the impact fee calculation, this total was divided by the expected growth in PM peak hour person trips over the next 20 years.

Due to the multimodal nature of much of the city’s transportation network, which includes trails, sidewalks and bicycle facilities, and the potential increase in demand that new development will incur on these, multimodal projects were included in the impact fee calculation, and growth in “person trips” were determined, instead of growth in “vehicle trips,” as is common in other jurisdictions. This multimodal impact fee structure was designed to determine the fair share of multimodal transportation improvement costs that may be charged to new development.

The final transportation impact fee rate calculated for Snoqualmie is \$5,733.29 per person trip, based on the methodology explained in the 2024 Rate Study (see attachment). The 16 eligible projects are summarized in the Rate Study, along with a rate table that compares the anticipated cost of various development projects to those incurred in other jurisdictions.

Exemptions are included in proposed SMC 20.09.080 A-I, including the constructing, reconstructing or remodeling of any assisted senior living where medical services are provided on site. The City Council can agree to include this development as an exemption from transportation impact fees for assisted living, the City will have to backfill 100% the impact fee on such projects with general City funds (i.e., the City would have to use other public funds to pay the exempted fee amount into the transportation impact fee fund).

This requirement comes from RCW 82.02.060(2). Senior assisted living doesn’t fall into the other carve-outs for “early learning facilities” or “low-income housing” in 82.02.060(4).

BUDGET IMPACTS

City sponsored projects will need to comply with the Transportation Impact Fee provided they generate additional trips.

NEXT STEPS

Propose a “motion to substitute” for the Transportation Impact Fee Program, AB24-096x1 draft code amendments as there were minor non-substantive updates to the draft ordinance made by both CD and Finance Departments since the last committee meeting.

A first reading of the ordinance to adopt SMC Chapter 20.09 Transportation Impact Fees and the associated Rate Study is expected for November 25, 2024, followed by a second reading and adoption of the ordinance on December 9, 2024.

PROPOSED ACTION

Public Hearing, Second Reading and Proposed Adoption – December 9, 2024; Move to approve Ordinance 1301 amending the Snoqualmie Municipal Code to add Title 20.09 Transportation Impact Fees and associated Rate Study.