



**BUSINESS OF THE CITY COUNCIL
CITY OF SNOQUALMIE**

**AB24-040
March 25, 2024
Committee Report**

AGENDA BILL INFORMATION

TITLE:	AB24-040: Traffic Impact Fee Program Development	<input type="checkbox"/> Discussion Only <input checked="" type="checkbox"/> Action Needed: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
	PROPOSED ACTION:	

Move to approve the development of traffic impact fee program and authorizing Staff to develop a draft amendment to the Snoqualmie Municipal Code, SMC.

REVIEW:	Department Director	Emily Arteche	3/12/2024
	Finance	n/a	Click or tap to enter a date.
	Legal	David Linehan	3/14/2024
	City Administrator	Mike Chambless	3//2024

DEPARTMENT:	Community Development		
STAFF:	Emily Arteche		
COMMITTEE:	Community Development	COMMITTEE DATE: March 18, 2024	
EXHIBITS:	1. Traffic Impact Fee Program Comparison Sheet		

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

SUMMARY

INTRODUCTION

Traffic Impact Fee Program 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

Washington State’s Growth Management Act, or GMA, authorizes counties, cities, and towns planning under the GMA to impose impact fees (RCW 82.02.050-.110) to help pay for the following types of public facilities: Public streets and roads; Publicly owned parks, open space, and recreation facilities; School facilities; and Fire protection facilities.

ANALYSIS

With pending development of the Mill Site and possible development associated with expansion of the City Business Park as well as future smaller-scale infill development projects, Transportation Impact Fees are fair way for developers to pay a proportionate share into the transportation system. Such fees are typically established through a rate study, with a formula based on trip generation rates associated with various types of development, the scale or size of a proposed development, and the anticipated cost of transportation facilities needed to serve new development within the service area.

Snoqualmie never established a comprehensive transportation impact analysis (TIA) and impact mitigation program for the City like many other cities in Western Washington. TIA Guidelines are used to define the expectations of a jurisdiction for how a TIA should be executed such as when a TIA is required, and an articulation of different scope elements based on the size of a proposed development project. The larger the project, the more complex the scope tends to be, thus ensuring that small projects are not burdened with expensive costs to prepare a study, but that large projects have a clearly defined impact area that needs to be analyzed.

Transportation Impact Fees are defined fees required of all developers to pay for “system improvements” to the transportation network, although cities are allowed to exempt or offer reduced rates for certain types of new development that serve broad public purposes such as low-income housing and early learning facilities. Impact fees authorized under the Growth Management Act can be implemented by any jurisdiction as a fair way for developers to pay a proportionate share into the transportation system since they are based on trip generation and scale with the size of development. Traffic Impact Fees may not be used by cities to finance transportation improvements needed to correct existing deficiencies in the system. Impact Fees may only be used to pay for improvements needed to accommodate new growth and development occurring within the city. Accordingly, Snoqualmie would need to conduct a specific “rate study” to establish the fee program that excludes existing deficiencies and external growth from the cost calculations. Other Valley cities have conducted rate studies and have adopted Impact Fees, including the City of North Bend which has the highest Transportation Impact Fee at \$15,210 per PM Peak Hour Vehicle Trip.

Impact Fees may only be spent by cities to pay for the defined list of projects included in the Capital Facilities Element of the Comprehensive Plan. Facilities not included in the CIP may not be financed with Impact Fee dollars and must be excluded from the rate study. Transportation Impact Fees can fund virtually any type of new capacity project (they cannot be used for pure maintenance), including new roads, lanes, shoulders, traffic signals, bike lanes, bike trails, sidewalks, crosswalks, pedestrian refuge islands, etc. Impact Fees must be spent within 10 years of collection, or they must be refunded to the developer with accrued interest.

BUDGET IMPACTS

N/A. Further analysis will be provided in a subsequent agenda bill regarding findings of the rate study and revenue associated with the cost per PM Peak Hour Vehicle Trip. Exhibit 1., Traffic Impact Fee Program Comparison Sheet is provided to you as a reference. In Washington the median 2023 average transportation impact fee rate was \$5,362 per PM peak hour vehicle trip, and the highest was \$15,210 per PM peak hour vehicle trip.

NEXT STEPS

A motion to recommend supporting the development of a transportation impact fee program and authorize Staff to develop a draft amendment to the Snoqualmie Municipal Code, SMC, and identify a consultant to conduct a rate study. A rate study will be brought to the Council for discussion and approval in the future.

PROPOSED ACTION

Move to approve the development of a transportation impact fee program for the City of Snoqualmie, including the identification of a consultant to conduct a rate study and for Staff to prepare draft amendments to the Municipal Code to establish the program.