

ORDINANCE NO. 520

AN ORDINANCE OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, REVISING THE CITY'S TRAFFIC IMPACT FEE PROGRAM.

WHEREAS, the City of University Place adopted a Comprehensive Plan establishing the intent of the citizens to ensure that new developments pay a proportionate share of the cost of new facilities needed to serve such growth; and

WHEREAS, the Comprehensive Plan contains a complete description of the existing level of service for transportation facilities and the impacts of future growth on that level of service; and

WHEREAS, the City Council adopted Ordinance No. 494 to establish the City's traffic impact fee program; and

WHEREAS, the City Council adopted Ordinance Nos. 499 and 503, both of which revised the traffic impact fee program; and

WHEREAS, the City Council wishes to make further revisions to the traffic impact fee program;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Revised Chapter. Chapter 4.65 of the University Place Municipal Code is hereby amended to read as follows (new text is shown as underlined, deleted text is shown as struckthrough):

Chapter 4.65	Traffic Impact Fees
4.65.010.	Purpose.
4.65.020.	[reserved]
4.65.030.	Definitions.
4.65.040.	Applicability.
4.65.050.	[reserved].
4.65.060.	Service Area.
4.65.070.	Impact Fee Account Funds Established.
4.65.080.	Use of Funds.
4.65.090.	Impact Fee Assessment and Collection.
4.65.100.	Impact Fee Adjustments, Independent Calculations.
4.65.110.	Impact Fee Credits.
4.65.120.	Impact Fee Refunds.
4.65.130.	Appeals and Payments Under Protest.
4.65.140.	Council Review of Impact Fees.
4.65.150.	[reserved]
4.65.160.	Impact Fee Calculations and Schedule of Traffic Impact Fees.

4.65.010. Purpose.

This chapter is intended to:

- (a) Assist in the implementation of the Comprehensive Plan for the City of University Place.
- (b) Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, or shortly thereafter, without decreasing current service levels below established minimum standards for the City.

(c) Establish standards and procedures so that new development pays a proportionate share of costs for new facilities and services and does not pay arbitrary or duplicative fees for the same impact.

4.65.020. [reserved]

4.65.030. Definitions

(a) Applicant: Any property owner, developer, or other person who seeks a Permit from the City of University Place.

(b) Director: The City Engineer or his/her authorized designee, or, in the absence thereof, any other person designated by the City Manager.

(c) Dwelling Unit: One or more rooms designed for or occupied by one family for living or sleeping purposes and containing kitchen, sleeping and sanitary facilities for use solely by one family. All rooms comprising a dwelling unit shall have access through an interior door to other parts of the dwelling unit.

(d) Encumber: To transfer traffic impact fee dollars from the traffic impact fee fund to an account for a particular System Improvement that is funded in the City's capital budget. The account encumbering the traffic impact fee dollars shall bear the name of the System Improvement financed with such money.

(e) ITE Trip Generation Manual: The most current edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers.

(f) Permit:

(i) For any development occurring within the City of University Place, "Permit" shall mean a building permit, unless the development does not require a building permit, in which case, "Permit" shall mean a site development permit or certificate of occupancy. Where a building permit is required for the development and the development includes a structure that is built in stages (ie. completion of the building shell followed by completion of the tenant improvements), then "Permit" shall mean the building permit for the tenant improvements, except when Applicants seek to prepay their traffic impact fees pursuant to UPMC 4.65.090(d) in which case "Permit" may mean the building permit for the building shell.

(ii) For any development that has obtained or will obtain a building permit from a jurisdiction other than the City of University Place, "Permit" shall mean a right-of-way permit.

(g) Peak-Hour Trip: For the purposes of the Traffic Impact Fee calculation, the Peak Hour Trip is the number of additional vehicle trips generated by a development during the sixty minute period of highest vehicle traffic volume on the adjacent street network, typically occurring sometime between 4:00 p.m. and 6:00 p.m. Trip generation statistics are provided by the ITE Trip Generation Manual for various land uses and sizes of development. Where the City has previously been provided with trip generation data for development within the City, the Director may utilize such data in calculating the trip generation for impact fee purposes if such data is deemed to be reliable in the sole discretion of the Director.

(h) Project Improvements: Site improvements and facilities that are planned and designed to provide service for, or to mitigate the direct impact from, a particular development project, or that are necessary for the use and convenience of the occupants or users of the project, and are not System Improvements.

(i) System Improvements: Transportation facilities that are included on the Traffic Impact Fee System Improvements List. A complete list of System Improvements is set forth on the Traffic Impact Fee System Improvements List, which is adopted as part of this ordinance.

4.65.040. Applicability.

(a) All persons receiving a Permit from the City of University Place after the effective date of this ordinance shall be required to pay impact fees in an amount and manner set forth in this Chapter. This Chapter shall also apply to development located outside of the city limits if the following conditions are met:

(i) The development is required to obtain a right-of-way permit from the City of University Place; and

(ii) The development impacts the city's street system by adding Peak Hour Trips.

(b) Notwithstanding the scope set forth in subsection (a), above, the following development activities shall not require payment of traffic impact fees because they do not have a measurable impact on the City's transportation facilities:

(i) Existing dwelling unit. Any alteration, expansion, reconstruction, remodeling or replacement of existing single family or multifamily dwelling units that does not result in the creation of additional dwelling units; or

(ii) Existing non-residential building. Any alteration, reconstruction, remodeling or replacement of an existing non-residential building, or portion thereof, that does not result in the generation of any new Peak Hour Trip as long as the existing non-residential building has not been vacant for more than two years. If the building has been vacant for two years or less, then the number of Peak Hour Trips attributable to that building, or portion thereof, shall be based upon the most intense legally-established use that existed within two-years of Permit application. If the building, or portion thereof, has been vacant for more than two years, then it shall not be treated as an existing non-residential building for traffic impact fee purposes.

4.65.050. [reserved]

4.65.060. Service Area.

(a) This section establishes one service area whose boundaries shall be consistent with the city limits of the City of University Place.

4.65.070. Traffic Impact Fee Fund Established.

(a) This section establishes a special purpose traffic impact fee fund to receive traffic impact fees. All traffic impact fees and any investment income generated by such fees shall be remain in that fund until spent, encumbered or refunded pursuant to the provisions of this chapter.

(b) Procedures for administration of the fund shall be established by the Finance Director. These accounts shall be expended in accordance with the City's normal budget procedures subject to the limitations set forth in UPMC 4.65.080 and RCW 82.02.070. Annually, the City shall prepare a report on the impact fee fund showing the source and amount of all moneys collected, interest earned, and System Improvements that were financed in whole or in part by these impact fees.

4.65.080. Use of Funds.

(a) Traffic impact fees shall be used for development of transportation facilities that constitute System Improvements.

(b) Impact fees may be spent on the following items to the extent that they relate to a particular System Improvement: facility planning, land acquisition, site improvements, necessary off-site improvements, facility construction, facility engineering and design work, facility permit fees, facility financing, grant matching funds, applicable mitigation costs, capital equipment pertaining to a particular System Improvement, and any other capital costs related to a particular System Improvement.

(c) Impact fees may also be used to recoup transportation facility improvement costs previously incurred by the City to the extent that new growth and development will be served by the previously acquired or constructed improvements resulting in such costs.

(d) In the event that bonds or similar debt instruments are or have been issued for the construction of System Improvements, impact fees may be used to pay debt service on such bonds or similar debt instruments.

4.65.090. Impact Fee Determination and Collection.

(a) At the time of Permit issuance, unless otherwise expressly provided in subsection (d), below, City staff shall determine the total impact fee owed by multiplying the development's Peak Hour Trip generation by the impact fee per Peak Hour Trip in effect at the time of Permit issuance.

(b) Impact fee collection shall also occur at the time of Permit issuance, unless otherwise expressly provided in subsection (d), below.

(c) An applicant may request that the impact fee be calculated in advance of Permit issuance, but any such advance calculation shall not be binding upon the City and should only be used as guidance by the applicant. Applicants should note that, except as expressly provided in subsection (d), below, it is not possible to have a vested right to pay a particular impact fee in advance of Permit issuance. If the City Council revises the impact fee formula or the impact fees themselves prior to the time that a Permit is issued for a particular development, the formula or fee amount in effect at the time of Permit issuance shall apply to the development, unless the impact fees were prepaid pursuant to subsection (d), below.

(d) Applicants may opt to prepay their impact fees in conjunction with the submittal of a complete application for a Permit.

(i) If an Applicant opts to prepay in conjunction with an application for a shell Permit (as opposed to a tenant improvement permit) then the prepayment will be made based upon the most likely ultimate uses of the project and the trip generation associated with those uses. Upon such prepayment, the Applicant is vested to the impact fee in effect at the time of prepayment, but only for the number of trips estimated and actually prepaid. For example, if the estimated peak hour trip generation at the time of application is 100 trips, and the Applicant prepays the traffic impact fees for those 100 trips, the Applicant will still need to obtain an impact fee determination under subsection (a), above upon issuance of Permits for the tenant improvements. If, at that time, the determination reveals that the project will generate 120 peak hour trips, the Applicant will need to pay the impact fees for the twenty trips that were not prepaid and will need to pay the fees according to the fee schedule then in effect.

(ii) If an Applicant opts to prepay in conjunction with an application for a tenant improvement Permit, and, subsequent to the prepayment, the Applicant's proposed use changes, the Applicant will need to obtain another impact fee determination pursuant to subsection (a), above. If

the subsequent determination reveals an increased trip count over the trip count at the time of prepayment, then the Applicant shall pay the impact fee for the additional trips based upon the fee schedule in effect at that time. The Applicant is not vested to the earlier impact fee amount with respect to the additional trips.

(iii) If an Applicant prepays impact fees for a development that will have more than one end user, the prepaid impact fees and trip generation basis for those impact fees shall be applied evenly over the entire development on a per square foot basis. For example, if an Applicant prepays impact fees based upon 100 peak hour trips for a 5,000 square foot shopping mall at the shell stage and the mall is later divided into four spaces of 2,000, 1,500, 1,000, and 500 square feet, when the impact fee determination is done at the tenant improvement stage, each 50 square feet of space shall be deemed to have paid for one peak hour trip. So, if the 500 square foot space is determined to generate 20 peak hour trips, the Applicant for that space will still need to pay for the additional 10 peak hour trips according to the impact fee schedule then in effect.

(e)

4.65.100. Impact Fee Adjustments, Independent Calculations.

(a) An Applicant may request an adjustment to the impact fees determined according to this ordinance by preparing and submitting to the Director an independent fee calculation for the development activity for which a Permit is sought. Any independent fee calculation must be accompanied by a traffic impact analysis performed by a qualified professional engineer. The documentation submitted shall show the basis upon which the independent fee calculation was made.

(i) If the Director agrees with the independent fee calculation, a written agreement to accept such amount shall be transmitted to the Applicant who shall, in turn, present it to the Development Services Department upon impact fee collection.

(ii) If the Director does not agree with the independent fee calculation, the Applicant may appeal this decision to the Hearing Examiner through procedures outlined in Title 22 of the University Place Municipal Code.

4.65.110. Impact Fee Credits.

(a) An Applicant shall be entitled to a credit against the traffic impact fee assessed and collected under this ordinance in any of the following situations, PROVIDED THAT to qualify for a credit, the System Improvement that is provided or funded as described below must be listed on the Traffic Impact Fee System Improvements List:

(i) whenever a project is approved subject to a condition that the Applicant actually provide a particular System Improvement, or

(ii) whenever an Applicant has agreed, pursuant to the terms of a voluntary agreement with the City, to provide a particular System Improvement, or

(iii) whenever an Applicant has paid a traffic mitigation fee which is allocated toward providing System Improvements, or

(iv) whenever an Applicant's predecessor-in-interest has actually provided and/or funded a System Improvement in contemplation of future development.

(b) If, in any of the cases in subsection (a), the land dedicated, facility constructed, or fee paid is allocated partly toward System Improvements and partly toward Project Improvements, the credit shall be limited to that portion allocated to System Improvements.

(c) For the purposes of calculating the credit, the land value or costs of construction shall be determined as follows:

(i) The amount of credit for land dedicated shall be the higher of either the value of the land established in the Comprehensive Plan, if such value is identified, or by an appraisal conducted by an independent professional appraiser chosen by the Applicant from a list of at least three such appraisers provided by the City. The cost of the appraisal shall be borne by the Applicant. For the purposes of this Section, the date of value shall be the date the land was dedicated to the City. The appraisal shall only value the land dedicated and not any alleged damages to any abutting property.

(ii) The amount of credit for facilities constructed shall be based upon the actual cost of construction at the time of construction.

(d) This subsection (d) applies only to residential developments and the residential portion of a mixed use development. In cases where an Applicant would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per dwelling unit basis, the City shall take the Total Credit Amount available to the entire plat or project, calculated by applying subsections (a) through (c), above, and divide that amount by the number of dwelling units approved for that plat or project. The impact fee and credit may then be calculated and collected on a per dwelling unit basis as Permits are issued for those dwelling units. Where Permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time this ordinance becomes effective, the credit for the unpermitted dwelling units will be calculated to arrive at a per dwelling unit amount in the same manner. For example, if a plat has been approved for twenty dwelling units, and Permits have only been issued for ten of those units, the per dwelling unit credit for the remaining ten units will equal the Total Credit Amount divided by twenty dwelling units.

(e) This subsection (e) applies to non-residential developments, or the non-residential portion of a mixed use development. In cases where an Applicant would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per square foot basis, the City shall take the Total Credit Amount available to the entire plat or project, calculated by applying subsections (a) through (c), above, and divide that amount by the number of square feet approved for that plat or project. The impact fee and credit may then be calculated and collected on a per square foot basis as Permits are issued for that square footage. Where Permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time this ordinance becomes effective, the credit for the unpermitted square footage will be calculated to arrive at a per square footage amount in the same manner. For example, if a twenty thousand square foot commercial project has been approved, and Permits have only been issued for ten thousand square feet of the project, the per square foot credit for the remaining ten thousand square feet will equal the Total Credit Amount divided by twenty thousand square feet.

(f) The Applicant shall be entitled to such credit against the impact fee regardless of whether the System Improvement was provided before or after the effective date of this ordinance.

(g) Determinations made pursuant to this Section may be appealed to the Examiner under Title 22 of the University Place Municipal Code.

(h) A credit must be requested within 30 days after Permit issuance or it is deemed waived.

(i) No refund will be allowed in the event that the impact fee credit calculation exceeds the amount of the impact fee itself.

4.65.120. Impact Fee Refunds.

(a) The current owner of property on which impact fees have been paid may receive a refund of such fees if the impact fees have not been expended or encumbered within six years of their receipt by the City. In determining whether impact fees have been expended or encumbered, impact fees shall be considered expended or encumbered on a first in, first out basis from the date of receipt.

(b) The City shall provide for the refund of fees according to the requirements of this Section and RCW 82.02.080.

(i) The City shall notify potential claimants of the refund availability by first-class mail deposited with the United States Postal Service addressed to the owner of the property as shown in the Pierce County tax records.

(ii) An owner's request for a refund must be submitted to the City Finance Director in writing within one year of the date the right to claim the refund arises or the date that notice is given, whichever date is later.

(c) Any impact fees that are not expended or encumbered within six years of their receipt by the City, and for which no application for a refund has been made within this one-year period, shall be retained by the City and expended consistent with the provisions of this Chapter.

(d) Refunds of impact fees shall include any interest earned on the impact fees.

(e) Should the City seek to terminate all impact fee requirements, all unexpended or unencumbered funds, including interest earned, shall be refunded to the current owner of the property for which an impact fee was paid. Upon the finding that all fee requirements are to be terminated, the City shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first-class mail addressed to the owner of the property as shown in the Pierce County tax records. All funds available for refund shall be retained for a period of one year. At the end of one year, any remaining funds shall be retained by the City, but must be expended for the original purposes, consistent with the provisions of this Section. The notice requirement set forth above shall not apply if there are no unexpended or unencumbered balances within the account or accounts being terminated.

(f) A developer may request and shall receive a refund, including interest earned on the impact fees, when:

(i) The developer does not proceed to finalize the development activity as required by statute or City Code or the International Building Code; and

(ii) The City has not expended or encumbered the impact fees prior to the application for a refund. In the event that the City has expended or encumbered the fees in good faith, no refund shall be forthcoming. However, if within a period of three years, the same or subsequent owner of the property proceeds with the same or substantially similar development activity, the owner shall be eligible for a credit against any then-existing traffic impact fee requirement. The owner must petition the City in writing and provide receipts of impact fees paid by the owner for a development of the same or substantially similar nature on the same property or some portion thereof. The City shall determine whether to grant a credit and such determinations may be appealed by following the procedures set forth in this Chapter.

(g) The amount to be refunded shall include the interest earned by this portion of the account from the date that it was deposited into the Impact Fee Fund.

4.65.130. Appeals and Payments Under Protest.

(a) This subsection (a) applies when an applicant seeks a Permit to construct a portion of a development that has already been reviewed and approved, in other respects, pursuant to procedures that comply with chapter 36.70B RCW. An example of this circumstance would be an application for a permit to build one house in a large subdivision that was previously approved. In this case, any appeal of the decision of the City with regard to the imposition of an impact fee or the amount of any impact fees, impact fee credit, or impact fee refund must be taken before the Hearing Examiner pursuant to Title 22 of the University Place Municipal Code in conjunction with an appeal of the underlying building permit.

(b) This subsection (b) applies when an applicant seeks a Permit in conjunction with other development approvals that may be subject to an open record hearing and closed record appeal pursuant to procedures that comply with chapter 36.70B RCW. An example of this circumstance would be an application for a short plat and Permit to build a new office park. In this case, any appeal of the decision of the City with regard to the imposition of an impact fee or the amount of any impact fees, impact fee credit, or impact fee refund must be made according to the process outlines for and in conjunction with the underlying development approval.

(c) Any applicant may pay the impact fees imposed by this Chapter under protest in order to obtain a Permit.

(d) Only the applicant has standing to appeal impact fee matters.

4.65.140. Council Review of Impact Fees.

The Traffic Impact Fee Schedule adopted by this ordinance shall be reviewed by the City Council, ~~as it deems necessary and appropriate~~ annually in conjunction with the update of the Traffic Impact Fee System Improvements List.

4.65.160. Impact Fee Calculations and Schedule of Traffic Impact Fees.

(a) The traffic impact fee shall be assessed against all new development requiring a Permit on a per Peak-Hour Trip basis and calculated using the Traffic Impact Fee Schedule, which identifies the adopted fee amount per Peak Hour Trip generated. The Traffic Impact Fee Schedule represents the City's determination of the appropriate share of System Improvement costs to be paid by new growth and development.

(b) The Traffic Impact Fee Schedule and service area boundaries adopted in this ordinance have been calculated and determined using the data shown in the Traffic Impact Fee Supporting Documents.

Section 2. Traffic Impact Fee Supporting Documents. The City has conducted studies documenting costs and demand for new facilities and services. These studies are attached hereto as **Attachment A**, and are hereby incorporated into this ordinance by reference as if set forth in full. The City of University Place Comprehensive Plan is also incorporated into this Chapter by reference.


Section 3. Traffic Impact Fee System Improvements List. The Traffic Impact Fee System Improvements List is attached hereto as **Attachment B** and incorporated into this ordinance by this reference as if set forth in full. The Traffic Impact Fee System Improvements List contains the list of capacity generating System Improvements that factored in the determination of the Traffic Impact Fee Schedule. To obtain a credit under Section 1 of this ordinance, the System Improvement that was provided or funded must appear on this list.

Section 5. Traffic Impact Fee Schedule. A Traffic Impact Fee Schedule that sets forth the amount of the traffic impact fee on a per Peak-Hour Trip basis is attached hereto as **Attachment C** and incorporated into this ordinance by this reference as if set forth in full.

Section 6. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 7. Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

PASSED BY THE CITY COUNCIL ON APRIL 7, 2008.



Linda Bird, Mayor

ATTEST:



Emly Genetia, City Clerk

APPROVED AS TO FORM:



Jarlean Parker, City Attorney

Published: 04/10/08
Effective Date: 04/15/08

UNOFFICIAL DOCUMENT

ATTACHMENT A

**TRAFFIC IMPACT FEE SUPPORTING DOCUMENTS
SUPPLEMENT**

City of University Place
Transportation Impact Fee Study
Existing Signalized Intersection LOS Characteristics

	Delay Time (seconds)			Service Volume	Volume of Unused	% Unused	No of Intersection	% Unused Capacity
	Min.	Max.	Midpoint					
Level of Service A	-	10	5	2,596	826	24.1%	4	6.4%
Level of Service B	10	20	15	2,655	767	22.4%	4	6.0%
Level of Service C	20	35	28	2,950	472	13.8%	3	2.8%
Level of Service D [a]	35	55	45	3,422	-	0.0%	4	0.0%
Level of Service E	55	80	68	3,776	(354)	-10.3%	-	0.0%
Level of Service F	80			-		100.0%	-	0.0%
TOTAL							15	15.2%

[a] Adopted service level.

MOBILE DOCUMENT

City of University Place

Transportation Impact Fee Study

2013 Signalized Intersection LOS Characteristics

	Delay Time (seconds)			Service Volume	Volume of Unused	% Unused	No of Intersection	% Unused Capacity
	Min.	Max.	Midpoint					
Level of Service A	-	10	5	2,596	826	24.1%	-	0.0%
Level of Service B	10	20	15	2,655	767	22.4%	2	3.0%
Level of Service C	20	35	28	2,950	472	13.8%	4	3.7%
Level of Service D [a]	35	55	45	3,422	-	0.0%	9	0.0%
Level of Service E	55	80	68	3,776	(354)	-10.3%	-	0.0%
Level of Service F	80			-		100.0%	-	0.0%
TOTAL							15	6.7%

[a] Adopted service level.

City of University Place
Transportation Impact Fee Study
Existing System Cost Basis & Existing Unused Capacity

Total Original Cost of the Existing System \$ **151,066,093**

Funding Sources of the Existing System	Cost	Recoverable? (%)	% Unused Capacity [b]	Recoverable Cost Basis
Pre-incorporation - County	\$ 107,112,731	78%	5.6%	\$ 4,680,297
Grants	7,765,629	0%	5.6%	-
Contributions	1,885,294	0%	5.6%	-
REET Funding	2,257,086	100%	5.6%	126,371
Gas Tax / Street Fund	2,767,453	100%	5.6%	154,946
SWM Fund Contributions	7,145,523	100%	5.6%	400,068
Debt Outstanding	3,233,275	0%	5.6%	-
General Fund - Direct	4,548,333	100%	5.6%	254,655
General Fund - Debt Funded Net of Debt Outstanding	2,281,744	100%	5.6%	127,752
General Fund - Utility Tax	1,387,559	100%	5.6%	77,687
Town Center LOC	10,500,000	0%	5.6%	-
Interest Earnings	181,466	100%	5.6%	10,160
TOTAL	\$ 151,066,093			\$ 5,831,935

[a] Recovery percentage is calculated based on City's experience. Percentage share of Grants (\$7,765,629) and Contributions (\$1,885,294) in total City funded transportation system (\$151,066,093 less \$107,112,731) is deemed unrecoverable portion of the County funded infrastructure, the rest is considered to be recoverable.

[b] Unused Capacity:

System Components	Cost	Unused Capacity	Notes
Residential	\$ 95,320,347	0.0%	
Collector and Arterial	55,745,746	15.2%	
Total	\$ 151,066,093	5.6%	Weighted Avg. Unused Capacity

City of University Place
Transportation Impact Fee Study
Existing System Cost Basis & 2013 Unused Capacity

Total Original Cost of the Existing System \$ 151,066,093

Funding Sources of the Existing System	Cost	Recoverable? (%)	% Unused Capacity [b]	Recoverable Cost Basis
Pre-incorporation - County	\$ 107,112,731	78%	2.5%	\$ 2,056,494
Grants	7,765,629	0%	2.5%	-
Contributions	1,885,294	0%	2.5%	-
REET Funding	2,257,086	100%	2.5%	55,527
Gas Tax / Street Fund	2,767,453	100%	2.5%	68,082
SWM Fund Contributions	7,145,523	100%	2.5%	175,787
Debt Outstanding	3,233,275	0%	2.5%	-
General Fund - Direct	4,548,333	100%	2.5%	111,894
General Fund - Debt Funded Net of Debt Outstanding	2,281,744	100%	2.5%	56,133
General Fund - Utility Tax	1,387,559	100%	2.5%	34,135
Town Center LOC	10,500,000	0%	2.5%	-
Interest Earnings	181,466	100%	2.5%	4,464
TOTAL	\$ 151,066,093			\$ 2,562,517

[a] Recovery percentage is calculated based on City's experience. Percentage share of Grants (\$7,765,629) and Contributions (\$1,885,294) in total City funded transportation system (\$151,066,093 less \$107,112,731) is deemed unrecoverable portion of the County funded infrastructure, the rest is considered to be recoverable.

[b] Unused Capacity:

System Components	Cost	Unused Capacity	Notes
Residential	\$ 95,320,347	0.0%	
Collector and Arterial	55,745,746	6.7%	
Total	\$ 151,066,093	2.5%	Weighted Avg. Unused Capacity

City of University Place
Transportation Impact Fee Study
TIP and Cost Basis (Including Town Center Projects)

ROADWAY & TRAFFIC PROJECTS

Project Type	Project Number	Project Name	Rev. Project Costs		Rev. % Allocation		Rev. \$ Allocation		Rev. Impact Fee Eligibility [a]	
			Total	Expansion	Existing Need	Expansion	Existing Need	% Share	\$ Share	
	1	Bridgeport Way Phase 3/4 (South City Limits to Cirque Drive W.)	\$ -	-	\$ -	-	-	-	55.30%	\$ -
	2	Bridgeport Way W. Phase 5 (19th St. W. to 27th St. W.)	-	-	-	-	-	-	55.30%	-
	4a	67th Avenue (Regents Blvd. to 19th Street) Phase 1 [b]	1,000,000	100.00%	0.00%	1,000,000	-	-	55.30%	553,045
	4b	67th Avenue (Regents Blvd. to 19th Street) Phase 2 [b]	-	-	-	-	-	-	55.30%	-
	9	Alameda Extension North (Cirque Drive W. to 40th St. W.)	-	-	-	-	-	-	55.30%	-
	12	Grandview Drive - Phase 5 (27th Street to 19th Street)	-	-	-	-	-	-	55.30%	-
	13	Alameda Connection South (Southern terminus to 67th Ave. W.) [c]	650,000	80.00%	20.00%	520,000	130,000	-	55.30%	287,584
	16	Cirque Drive Phase 4 (Grandview Drive to Sunset Drive)	-	-	-	-	-	-	55.30%	-
	17	Sunset Drive Traffic Calming Cirque Drive to 19th Street)	-	-	-	-	-	-	55.30%	-
	18	Chambers Creek Road "B" Lower (Chambers Bay Bridge to 64th St.)	-	-	-	-	-	-	55.30%	-
	22	Elwood Drive (29th Street to 27th Street)	-	-	-	-	-	-	55.30%	-
	23	35th Street Phase 1 (Grandview Drive to Larson Lane)	-	-	-	-	-	-	55.30%	-
	24	35th Street Phase 2 (Drexler Drive to 67th Avenue)	-	-	-	-	-	-	55.30%	-
	25	Beckonridge Drive (Grandview Drive to Cirque Drive)	-	-	-	-	-	-	55.30%	-
	26	Lemmons Beach/31st Street/Parkway (City Limits to Elwood Drive)	-	-	-	-	-	-	55.30%	-
	31	Elwood Drive (Cirque Drive to 40th Street)	-	-	-	-	-	-	55.30%	-
	34	37th Street Connection (Sunset Drive to 7900 Block)	885,000	80.00%	20.00%	692,000	173,000	-	55.30%	382,707
	35	57th Avenue Connection (Cirque Drive to 5800 Block)	915,000	60.00%	40.00%	549,000	366,000	-	55.30%	303,622
	42	40th Street and Bridgeport Intersection	750,000	100.00%	0.00%	750,000	-	-	55.30%	414,784
	43	27th Street and Bridgeport Intersection	750,000	100.00%	0.00%	750,000	-	-	55.30%	414,784
	44	40th Street and 67th Avenue Intersection	500,000	100.00%	0.00%	500,000	-	-	55.30%	276,523
	45	Cirque Drive and 67th Avenue Intersection	500,000	100.00%	0.00%	500,000	-	-	55.30%	276,523
TOTAL			\$ 5,830,000			\$ 5,281,000	\$ 689,000			\$ 2,909,571

[a] Reflects the share of 6-year growth in total added capacity (20-year growth).
 [b] Phase 1 consists of constructing intersection improvements at Regents and Mildred and constructing a new NB lane. Phase 2 consists of constructing bikelines/shoulders, curb, gutter, and sidewalk on both sides.
 [c] The cost estimate of this project has been reevaluated and revised.

TOWN CENTER PROJECTS

Project Type	Project Number	Project Name	Rev. Project Costs		Rev. % Allocation		Rev. \$ Allocation		Rev. Impact Fee Eligibility [a]	
			Total	Expansion	Existing Need	Expansion	Existing Need	% Share	\$ Share	
	15	Drexler Drive North (37th Street to 35th Street)	\$ 2,713,723	100.00%	0.00%	2,713,723	-	-	55.30%	\$ 1,500,812
	19	Larson Lane North / 35th St. (3600 blk to 35th St. / Larson Lane to Bridgeport)	1,760,000	100.00%	0.00%	1,760,000	-	-	55.30%	\$ 973,360
	36	Drexler Drive South (40th Street to 42nd Street) [c]	-	-	-	-	-	-	55.30%	\$ -
	37a	Larson Lane South (37th to 38th)	500,000	100.00%	0.00%	500,000	-	-	55.30%	\$ 276,523
	37b	Larson Lane South (38th to 40th)	-	-	-	-	-	-	55.30%	\$ -
	37c	Larson Lane South (3600 blk to 37th and 40th to 42nd)	-	-	-	-	-	-	55.30%	\$ -
	38a	42nd Street (Drexler to Bridgeport)	1,250,000	100.00%	0.00%	1,250,000	-	-	55.30%	\$ 691,307
	38b	42nd Street (Bridgeport to Larson)	-	-	-	-	-	-	55.30%	\$ -
	39	Mall Drive (74th Avenue to 76th Avenue)	-	-	-	-	-	-	55.30%	\$ -
	40	Bridgeport Way / 35th St. Town Center Enhancements	-	-	-	-	-	-	55.30%	\$ -
	41	Town Center Drive - Market Street (Bridgeport Way to 37th Street)	3,812,804	100.00%	0.00%	3,612,804	-	-	55.30%	\$ 1,998,044
TOTAL			\$ 9,836,527			\$ 9,836,527	\$ -			\$ 5,440,045

[a] Reflects the share of 6-year growth in total added capacity (20-year growth).

GRAND TOTAL FOR TIF			\$ 15,766,527			\$ 15,766,527	\$ -			\$ 8,349,616
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City of University Place

Transportation Impact Fee Study

Fee Calculation

	<u>Existing Fee</u>	<u>Recommended Fee</u>
I. Net Cost Basis		
A. Recoverable Existing System Costs	\$ 5,831,935	\$ 3,269,418
B. Transportation Improvement Project Costs		
Roadway and Traffic Projects	\$ 7,934,832	\$ 8,349,616
less: Beginning Cash Balance	(14,136)	(14,136)
Net Project Costs	<u>7,920,696</u>	<u>8,335,480</u>
B. Credit for Outside Funding Sources		
Grants [a]	\$ 1,742,553	\$ 1,833,806
Other	\$ -	\$ -
less: Total Outside Funding Sources	<u>(1,742,553)</u>	<u>(1,833,806)</u>
C. Credit for Other Future Funding Sources		
General Fund	\$ 49,000	\$ 49,000
Arterial Street Fuel Tax Fund	875,595	875,595
2nd 1/4% Real Estate Excise Tax (REET)	1,391,139	1,391,139
New Gas Tax Proceeds	750,000	750,000
Interest Earnings	67,500	67,500
Total	<u>3,133,234</u>	<u>3,133,234</u>
Estimated Cumulative Growth	12.61%	12.61%
less: Proportionate Share of Other Sources	<u>(395,075)</u>	<u>(395,075)</u>
Net Cost Basis	\$ 11,615,002	\$ 9,376,017
II. Charge Basis		
Projected increase in Number of Peak-hour Trips	2,408	2,408
III. Traffic Impact Fee		
Impact Fee per Peak-hour Trip	\$ 4,824	\$ 3,894

[a] Based on the historical experience, 22% of the total project cost is assumed to be grant funded.

Attachment B

Revised Traffic Impact Fee Project List (TIF Committee Recommendation)					
TIF: \$3,894					
Project Name	Project Costs	Percentage Allocation		\$ Allocation	
	Total	Expansion	Existing Need	Expansion	Existing Need
67th Avenue (Regents Blvd. to 19th Street) Phase 1	1,000,000	100.00%	0.00%	1,000,000	-
Alameda Connection South (Southern terminus to 67th Ave. W.)	650,000	80.00%	20.00%	520,000	130,000
37th Street Connection (Sunset Drive to 7900 Block)	865,000	80.00%	20.00%	692,000	173,000
57th Avenue Connection (Cirque Drive to 5800 Block)	915,000	60.00%	40.00%	549,000	366,000
40th Street and Bridgeport Intersection	750,000	100.00%	0.00%	750,000	-
27th Street and Bridgeport Intersection	750,000	100.00%	0.00%	750,000	-
40th Street and 67th Avenue Intersection	500,000	100.00%	0.00%	500,000	-
Drexler Drive North (37th Street to 35th Street)	2,713,723	100.00%	0.00%	2,713,723	-
Larson Lane North / 35th St. (3600 blk to 35th St. / Larson Lane to Bridgeport)	1,760,000	100.00%	0.00%	1,760,000	-
Larson Lane South (37th to 38th)	500,000	100.00%	0.00%	500,000	-
Town Center Drive - Market Street (Bridgeport Way to 37th Street)	3,612,804	100.00%	0.00%	3,612,804	-
42nd Street (Drexler Drive to Bridgeport Way)	1,250,000	100.00%	0.00%	1,250,000	-
67th Avenue and Cirque Drive Intersection	500,000	100.00%	0.00%	500,000	-
TOTAL	\$ 15,766,527			\$ 15,097,527	\$ 669,000

A more detailed description is included in the City's adopted 6 year Transportation Improvement Plan

ATTACHMENT C

Traffic Impact Fee Schedule

Adopted April 7, 2008

The traffic impact fee shall be assessed against all new development requiring a Permit on a per Peak-Hour Trip basis and calculated using this schedule, which identifies the adopted fee amount per Peak Hour Trip generated. The Traffic Impact Fee Schedule represents the City's determination of the appropriate share of System Improvement costs to be paid by new growth and development.

Impact Fee per peak hour trip:

\$3,894