

ORDINANCE NO. 2328

AN ORDINANCE amending Section 3.88.060 of the Camas Municipal Code by revising the traffic impact fee formula.

THE COUNCIL OF THE CITY OF CAMAS DO ORDAIN AS FOLLOWS:

Section I

Section 3.88.060 of the Camas Municipal Code is amended to provide as follows:

3.88.060 - Traffic Impact Fee Formula

The impact fee component for traffic shall be calculated using the following formula:  $TIF = T \times (1-R) \times C \times A$ .

- A. "TIF" means the traffic impact component of the total development impact fee.
- B. "T" means the average PM peak hour vehicle trip ends for each use, estimated by the fifth or current edition of the ITE Trip Generation Manual, computed by taking the size of the development times the PM peak hour trip generation rate.
- C. "R" is the reduction for bypass trips for ITE land use codes in the 800s and 900s estimated by the fifth or current edition of the ITE Trip Generation Manual.
- D. "C" is the cost per PM peak hour trip end.
- E. "A" is an adjustment to the cost of public facilities for past or future payments made or reasonably anticipated to be made in the form of user fees, debt service payments, taxes, or other payments ear marked for or pro-ratable to traffic system improvements contained in the Capital Facilities Plan. The adjustment for traffic impacts is determined to be 15% so that "A" equals 85%.

Section II

This ordinance shall take force and be in effect five (5) days from and after its publication according to law.

PASSED by the Council and APPROVED by the Mayor this 9<sup>th</sup> day of December, 2002.

SIGNED: \_\_\_\_\_

Mayor

ATTEST: \_\_\_\_\_

Clerk

APPROVED as to form:

\_\_\_\_\_  
City Attorney



MEMO

TO: Roger Knapp

CC: Joan Durgin, Lloyd Halverson, Doug Quinn

FROM: Eric Levison 

DATE: 11/15/2002

SUBJECT: Traffic Impact Fee formula discussion, use of REET

Roger, after discussions with Lloyd and Joan, I believe it is defensible to allow for no contribution from REET to the TIF formula. Joan has reported that REET has not been used historically for any road projects, and if it was available it would most likely be used to offset the cost of non-TIF route street projects that have general fund impacts. There are ample unfunded REET eligible street projects currently listed in the CFP under the six-year plan.

The Parks and Open-space impact fee currently commits 10% and 50% respectively. Using REET to cover the general fund portion shown in the Park plan for the next six years would be \$600,000 (see attachment A). If REET covered the total % in the Park and O.S. fee calculation it would be approximately \$1,166,000 (see calculation on attachment A).

The total REET contribution estimated for the next six years is \$1,500,000 or \$250,000 per year.

The TIF study currently assumes that 15% of the cost of construction will be covered by outside grants (see attachment B). I am not sure if this meets the requirement of RCW 82.02.060(b) "An adjustment to the cost of the public facilities for the past or future payments made or reasonably anticipated to be made by new development to pay for the particular system improvements in the form of user fee's, debt service payments, taxes, ***or other payments earmarked for or proratable to the particular system improvement.***"

I hope this gives enough information to complete the Ordinance's, updating the formula, amending the study with the additional routes and fees and updating the fee for inflation. If you need additional information or clarification please call.

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## FINANCING STRATEGY

The cost of developing all of the projects detailed in the Plan could easily exceed \$20 million. This amount would be difficult to fund at one time, and in fact, all of the facilities and improvements are not needed immediately.

However, there are priorities of actions that need to be taken in the near future, one of which is the acquisition of park land. As a result, it is recommended that a short-term financing strategy be developed to fund projects of immediate need. This short term funding strategy is presented as the *Capital Improvement Plan*.

While the City has several funding sources in place, the proposed CIP reflects a change in priorities and funding approaches. Two different funding levels are proposed depending on how much the City wishes to finance. Option A is a more conservative approach with the primary focus on acquisition of land while Option B includes more development as well as a short term serial levy to help fund a more extensive package.

### Option B Moderate Funding Package (6 year period)

Revenue Sources	
Serial Levy	\$1,950,000
Park Impact Fees	3,960,000
City General Fund	600,000
Grants, Misc. Sources	240,000
Total Funding Sources	\$6,750,000
Expenditures	
Park Land Acquisition	\$3,200,000
Open Space Acquisition	1,020,000
Park Development	1,750,000
Trail Development	720,000
Park Upgrades	60,000
Total Expenditures	\$6,750,000

### Option A Conservative Funding Package (6 year period)

Revenue Sources	
Park Impact Fees	\$3,960,000
City General Fund	600,000
Grants, Misc. Sources	240,000
Total Funding Sources	\$4,800,000

Expenditures	
→ Park Land Acquisition	\$2,000,000 - PARK
Open Space Acquisition	1,020,000 O.S.
→ Park Development	1,000,000 - PARK
Trail Development	720,000 O.S.
→ Park Upgrades	60,000 - PARK
Total Expenditures	\$4,800,000

PARKS 3,060,000(.10) = 306,000  
 O.S 1,720,000(.50) = 860,000  
 REET BY % \$ 1,166,000



**DKS Associates**

**IMPROVEMENT COSTS**

Table 13 summarizes estimated improvement costs that are proposed as part of the traffic impact fee update.

The total cost of the transportation improvement plan for the City of Camas study area to alleviate future congestion by year 2015 is estimated at \$27,524,000. Non-impact fee funding sources are expected to cover:

- the existing deficiencies (estimated to be \$290,000)
- SR-14 widening to four lanes west of Union towards Washougal (\$10-25 million depending on the need for interchanges)
- SR-14/192nd Avenue interchange (\$16,000,000)

Grants and dedications are funding sources expected to contribute approximately 15 percent to the total improvement costs. The remaining amount summarizes the allocation of the total improvement costs to be funded by the TIF and is estimated at \$23,396,000. A cost estimate summary for each roadway improvement is provided in the appendix.

**Table 13  
Summary of Project Costs**

	<b>IMPROVEMENT COSTS</b>
Roadway Improvements	\$22,054,000
Intersection Improvements	\$ 5,220,000
Transportation Studies	\$ 150,000
Signal Coordination	\$ 100,000
<b>TOTAL</b>	<b>\$27,524,000</b>
Grants and Dedications (15 percent)	\$ 4,128,000
<b>TOTAL TIF COSTS</b>	<b>\$23,396,000</b>

NOTE: 1997 \$  
WILL BE INCREASED  
TO 2002 WITH  
THIS ORD.



