



ORDINANCE NO. 1542

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WOODLAND WASHINGTON RELATING TO THE UPDATE OF THE TRANSPORTATION IMPACT FEE BASE RATE AND AMENDING WMC TITLE 3.42 (DEVELOPMENT IMPACT FEES - TRANSPORTATION) AND APPROVING AN ORDINANCE SUMMARY FOR PUBLICATION AS MORE PARTICULARLY SET FORTH HEREIN.

WHEREAS, WMC 3.42 was created in May of 2013 to establish transportation impact fees assessed on developers to mitigate the adverse impacts of development on transportation facilities; and,

WHEREAS, development of single family, multi-family residential development, condominiums and all multi-family structures, office, commercial, manufacturing, and industrial buildings are deemed to have a direct impact on transportation facilities inasmuch as an increased population and density thereof strains these city resources; and,

WHEREAS, it is necessary to assess certain fees which are proportionate to the impact of development in order to accommodate rapid growth in the city and the attendant strains on city capital assets of the transportation facilities; and,

WHEREAS, the state legislature has specifically authorized the imposition of impact fees under RCW 82.02.050; and,

WHEREAS, WMC 3.42.050(2) states the base fee shall be established by estimating the cost of anticipated growth-related roadway projects divided by the projected number of growth-related trips within the service area; and,

WHEREAS, WMC 3.42.110 states the fees shall be reviewed by the council as it deems necessary and appropriate to reflect changes in costs, plans for capital facility projects, and anticipated growth; and,

WHEREAS, WMC 3.42.165 authorizes the city to amend the project list and amend Attachment A as a way to regularly update the traffic impact fees;

WHEREAS, Attachment A of this ordinance identifies the growth-related capital facilities plan street projects as listed in the adopted Transportation Improvement Program, and calculates a revised transportation impact base fee using projected trips within the City of Woodland, which is the city's service area; and,

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WOODLAND AS FOLLOWS:

Section 1. Repeal and Replace the definition For Capital Facilities Plan in WMC3.42.020.

Old Section WMC 3.42.020 – The existing definition for Capital Facilities Plan to be superseded and replaced reads as follows:



"Capital facilities plan" means the adopted capital facilities element of the city's comprehensive plan.

New Section WMC 3.42.020 – The new definition for Capital Facilities Plan is amended to read as follows:

"Capital facilities plan" means the adopted capital facilities element of the city's comprehensive plan and including but not limited to the most recently adopted general sewer plan; water system plan; parks and recreation plan; and transportation improvement program; and the most recently adopted capital facilities plan adopted by the Woodland School District.

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Section 2. Repeal and Replace the definition For Transportation Plan in WMC3.42.020.

Old Section WMC 3.42.020 – The existing definition for Transportation Plan to be superseded and replaced reads as follows:

"Transportation plan" means the city of Woodland's 2008 transportation infrastructure strategic plan, as adopted by the city council as an element of the city's comprehensive plan, and such plan as amended.

New Section WMC 3.42.020 – The new definition for Transportation Plan is amended to read as follows:

"Transportation plan" means the city of Woodland's transportation infrastructure strategic plan, as adopted by the city council as an element of the city's comprehensive plan, and such plan as amended and implemented by the most recent city Transportation Improvement Program.

Section 3. Repeal and Replace 3.42.050 - Computing required impact fees using trip generation manual rates.

Old Section WMC 3.42.050 - The existing definition for computing to be superseded and replaced reads as follows:

$$TIF = BF \times T - C$$

A. "TIF" means the traffic impact component of the total development impact fee.

B. "BF" means the "base fee," that is, the per trip fee, in dollar amounts, for each unit of measure, for each service area, as described in the current Woodland impact fee schedule. Such rate shall be established in the capital facilities plan by estimating the cost of anticipated growth-related roadway projects divided by the projected number of growth-related trips within a service area.

C. "T" means "trips," that is, the average rate of trips generated per unit of measure on a weekday by a land use as identified in the latest editions of the Trip Generation Manual, Institute of Transportation Engineers. Trips generated by a type of land use are calculated and identified in the Woodland impact fee schedule attached to the ordinance codified in this chapter and incorporated herein by this reference. The city shall calculate the average number of trips generated by a proposed development either by a traffic study provided by the applicant and approved by the city, or by selecting the appropriate land use code from the Woodland impact fee schedule and applying the applicable trip equation for the selected land use code. In the absence of a land use code precisely fitting the development proposal, the director or his/her designee shall select the most similar code and may make appropriate adjustments to the trip equation applicable thereto. In selecting the appropriate land use code and in making adjustments thereto, the director or his/her designee shall be guided by the latest edition of the Trip Generation Manual, Institute of Transportation Engineers.

D. "C" means a "credit" for the developer's contributions, in the form of easements, dedications or payments in lieu of fees, toward traffic system improvement projects identified in the Woodland CFP. Credits may be approved by the city if the review authority finds that the value of the land or improvements for which a credit is sought is accurately documented and that the contribution substantially furthers the completion of a street improvement identified in the Woodland CFP.

New Section WMC 3.42.050 – The new definition for computing is amended to read as follows:

$$TIF = F \times T \times A$$

Whereas:

"TIF" means the traffic impact fee component of the total development impact fee

"F" means the traffic impact fee per vehicle trip in dollar amounts, for the service area (City of Woodland). Such rate shall be established in the Traffic Impact Fee Program Technical Document, incorporated herein by estimating the cost of anticipated growth-related roadway projects divided by the projected number of growth-related trips within the service area. Between major program updates, the calculated per trip fee may be adjusted annually to account for inflation using the Engineering News Record Construction Cost Index for Seattle.

"T" means the trips generated by the proposed development and calculated according to the Traffic Impact Fee Program Technical Document. The existing "T" calculation includes, for some retail commercial uses, a "business enhancement factor (BEF)" adjustment. In the absence of a precise land use code that fits the development proposal, the director of public works or designee shall select the most similar code and may make appropriate adjustments thereto, the Transportation Manager shall be guided by the most recent edition of the Trip Generation Manual, Institute of Transportation Engineers.

"A" means an adjustment for the portion of the anticipated additional tax revenues resulting from a development which is prorated to system improvements contained in the capital facilities plan. Such adjustment for transportation system costs is determined to be 10%, so that "A" equals 90%.

RCW 82.02.060 requires that "an adjustment to the cost of the public facilities for past and future payments made or reasonably anticipated to be made by new development to pay for particular system improvements in the form of user fees, debt service payments, taxes, or other payments earmarked for or pro-ratable to the particular system improvement" must be made to the total cost basis. Therefore, additional funding sources such as sales tax revenues, transfers from the general fund etc. must be prorated between the existing population and projected growth. This requirement is met through the TIF adjustment described above in the formula variable "A."

Section 4. Repeal and Replace Attachment A of Ordinance 1264. As authorized in WMC 3.42, the city hereby adopts the attached Traffic Impact Fee Analysis (Attachment A), to replace previously adopted Attachment A for Ordinance 1264.

Section 5: Severability. If any section, sentence, clause or phrase in 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 of constitutionality of any other section, sentence, clause or phase of this Ordinance.

Section 6: Effective Date. This ordinance shall become effective five (5) days after its summary publication in this media or paper of record as required by law.

ADOPTED this 6th day of November, 2023.

CITY OF WOODLAND, WASHINGTON

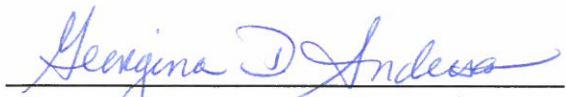
Approved:



~~William A Finn, Mayor~~

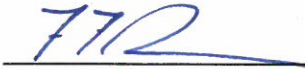
Montgomery W Smith Mayor Pro Temp

Attest:



Georgina Anderson, Deputy Clerk / Treasurer

Approved as to form:



Frank Randolph, City Attorney

To: Tracy Coleman, City of Woodland
From: Todd Chase and Martin Chaw, FCS GROUP
CC: Project #3856
RE: Woodland Transportation Impact Fee Rate Update

Date: October 10, 2023

PURPOSE

The purpose of this memorandum is to describe the Woodland Traffic Impact Fee (TIF) methodology that has been developed during the 2023 Transportation Improvement Program update. This methodology is consistent with the prior/current TIF methodology by assuming that there is one district that will serve the City of Woodland with expected levels of trip growth rates and project costs, as described below.

BACKGROUND

An impact fee is a one-time fee paid at the time of development, intended to represent the share of system capacity that will serve growth. Traffic impact fees are authorized under Washington law (RCW 82.02) to promote orderly growth and development. The Washington Growth Management Act allows cities, counties and towns to establish standards, by ordinance, which requires new growth and development to pay a share of the cost of the new facilities needed to serve growth and development. This share of the cost, herein called the “private share,” is collected at the time of new development and is one source of funding for the transportation capital improvement program.

The TIF project list provided in **Appendix A** was developed to meet the long-range land use growth goals articulated in the *Woodland Comprehensive Growth Management Plan (Amended 2019)*.

Additionally, per RCW 82.02.050, “impact fees (a) can be imposed for system improvements that are reasonably related to the new development; (b) cannot exceed a proportionate share of the costs of system improvements that are reasonably related to the new development, and (c) should be used for system improvements that will reasonably benefit the new development.”

The law also provides for “the imposition of an impact fee for system improvement costs previously incurred by a county, city, or town to the extent that new growth and development will be served by the previously constructed improvements provided such fee shall not be imposed to make up for any system improvement deficiencies.” If applicable, an existing capacity component of the fee would be made up of the cost of available, unused capacity in the existing system, with possible adjustments for grant-funded and contributed infrastructure. This TIF update is consistent with the prior adopted methodology

in that it does not include any additional fees for the existing remaining capacity in the transportation system.

RCW 82.02.070 further requires that impact fee receipts should be earmarked specifically and retained in special interest-bearing accounts, and, absent a compelling reason, must be expended or encumbered for permissible use within ten years of receipt.

Woodland's existing transportation impact fee administrative procedures are described in Chapter 3.42 of the Woodland Municipal Code. In general, Traffic Impact Fees are calculated using the following formula:

$$\text{TIF} = \text{F} \times \text{T} \times \text{A}$$

Whereas:

“TIF” means the traffic impact fee component of the total development impact fee

“F” means the traffic impact fee per vehicle trip in dollar amounts, for the service area (City of Woodland). Such rate shall be established in the Traffic Impact Fee Program Technical Document, incorporated herein by estimating the cost of anticipated growth-related roadway projects divided by the projected number of growth-related trips within the service area. Between major program updates, the calculated per trip fee may be adjusted annually to account for inflation using the Engineering News Record Construction Cost Index for Seattle.

“T” means the trips generated by the proposed development and calculated according to the Traffic Impact Fee Program Technical Document. The existing “T” calculation includes, for some retail commercial uses, a “business enhancement factor (BEF)” adjustment. In the absence of a precise land use code that fits the development proposal, the director of public works or designee shall select the most similar code and may make appropriate adjustments thereto, the Transportation Manager shall be guided by the most recent edition of the *Trip Generation Manual*, Institute of Transportation Engineers.

“A” means an adjustment for the portion of the anticipated additional tax revenues resulting from a development which is prorated to system improvements contained in the capital facilities plan. Such adjustment for transportation system costs is determined to be 10%, so that “A” equals 90%.

RCW 82.02.060 requires that “an adjustment to the cost of the public facilities for past and future payments made or reasonably anticipated to be made by new development to pay for particular system improvements in the form of user fees, debt service payments, taxes, or other payments earmarked for or pro-ratable to the particular system improvement” must be made to the total cost basis. Therefore, additional funding sources such as sales tax revenues, transfers from the general fund etc. must be prorated between the existing population and projected growth. This requirement is met through the TIF adjustment described above in the formula variable “A.”

This traffic impact fee methodology included herein is consistent with the current Woodland TIF program formula described above, as well as the current Woodland Code, and Comprehensive Growth Management Plan.

The recommended maximum Traffic Impact Fee is calculated per Peak Hour Vehicle Trip (PHVT) generated, which is calculated by estimating the net cost of applicable improvements and dividing by the estimated number of new trips expected over the next 10 years or by December 31, 2033.

The city council may decide to implement the new TIF rate upon adoption of this Technical Document or could instruct city staff to phase-in the new TIF rate over time. A phase-in approach would likely result in foregone local transportation revenue that would need to be funded by alternative funding sources, such as General Funds or Local Improvement Districts.

GROWTH IN TRIPS

Before determining total cost of TIF eligible capital projects, the level of future trip growth has been determined. **Exhibit 1** shows the projected growth in PM Peak Hour Vehicle Trips (PHVT), the basis for determining the portion of total costs to be included in the TIF. The amount of PHVT is estimated for 2023 and projected for year 2033. The 10-year growth forecast serves as the denominator in the TIF calculation. As shown in **Exhibit 1**, the level of trip growth is assumed to equal 4,085 net new trips within the local transportation system by year 2033.

Exhibit 1: Projected Trip Growth, City of Woodland

	2010	2020	2023 Est.	2033 proj.	10-Year change
Households	2,108	2,248	2,367	2,811	444
Retail Jobs	237	453	507	739	232
Non-Retail Jobs	2,688	3,810	4,266	6,217	1,951
Total Transportation Units	5,033	6,511	7,140	9,767	2,627
Trips (PM Peak Hour Vehicle Trips)	7,825	10,123	11,101	15,186	4,085
<i>Trips per Unit of Growth</i>	<i>1.555</i>	<i>1.555</i>	<i>1.555</i>	<i>1.555</i>	<i>1.555</i>
<i>Growth Share for Retrofit Capital Projects</i>					26.9%

Source: U.S. Census, with trip estimates by City of Woodland engineering staff.

TIF COST BASIS

Washington State law (RCW 82.02.050) specifies that transportation impact fees are to be spent on “system improvements.” System improvements can include physical changes to existing roadways, as well as new roadway connections that are built to benefit projected needs of the transportation system. Each project listed in **Appendix A** meets these requirements and are required to meet future growth needs.

This TIF methodology continues to include an “improvements-driven” approach to determining the cost basis for the TIF. The transportation facility improvements that are required to retain current levels of service (as new development occurs) are identified in **Appendix A**.

The portion of each project facility that is TIF-eligible (*cost allocation*) is calculated by dividing the total capital costs of the identified improvement projects by the projected increase in demand (measured in terms of vehicle trips).

TIFs are collected to pay for a portion of the transportation improvements needed to accommodate traffic resulting from new development. TIFs are paid only for new development or redevelopment which would add trips compared to its current use. The fee is assessed by examining the number of trips expected to be generated from that development. The fees collected can be used to expand existing transportation facilities and to build new facilities.

During the TIF update process, updated cost estimates (in Year 2023 dollars) were developed for facilities currently in the plan, as well as new roadways proposed to be added to the plan. Some improvements are eligible for TIF funds, while others are not.

TIF eligible projects were determined using the following criteria:

- ✓ Roads classified as principal or minor arterials, and State Highways.
- ✓ Roads that serve primarily citywide trips, regional trips or trips over multiple land uses that serve the majority of trips to and from Woodland.
- ✓ Roads and pathways that serve to reduce impacts on adjacent facilities.

Projects that are not considered to be TIF eligible are shaded grey on the Capital Facilities Plan list in Appendix A. Non-TIF eligible roads would typically be built by the private developer to comply with City street standards, or would be funded as a public project (or some public/private combination that does not involve TIF).

Frontage improvements outside the curb-to-curb section, including landscaping and sidewalks are not included in TIF calculation. The costs of frontage improvements will be borne by the adjacent development.

The TIF eligible cost basis for each capital facility listed in Appendix A accounts for the total capital cost of the project less non-local funding and non-TIF eligible (private share) elements.

In theory, a new collector or arterial roadway that is needed to serve future growth within the City could be 100% TIF cost eligible.

The maximum TIF related ‘growth share’ for a upgrade to an existing transportation facility, based on **Exhibit 1**, is the percentage of total trips in 2033 that can be attributed to future growth. This is calculated as the net change in trips from 2023 to 2033 divided by future trips in year 2033. This equates to 26.9% ($4,085 / 15,186 = 26.9\%$), which is the maximum TIF share that would be used for an upgrade to a transportation facility.


Most upgrades to existing transportation facilities will result in significantly less TIF eligible funding. However, the determination of the TIF eligible cost shares and creditable private improvements usually vary from project to project.

City staff compiled the CIP project list with estimates of total transportation project costs after accounting for improvements that are planned to be constructed between 2023 and 2033 at a total cost of \$123.2 million (See Appendix A for a complete list of projects).

Based on the capacity share by project, it is estimated that the TIF funding would be able to generate approximately \$36.2 million, which equates to the local (City) cost share for capacity-increasing improvements (**Exhibit 2**).

Exhibit 2: Summary of Woodland Transportation Cost Allocations

Total Cost	State/Regional Cost Share	City Cost Share
\$123,229,255	\$86,849,000	\$36,380,255
	70.5%	29.5%



Non-Capacity Related City Cost	Impact Fee Eligible Capacity Cost
\$178,368	\$36,201,887
0.1%	29.4%

Source: Appendix A.

TIF IMPROVEMENT FEE CALCULATION

The updated TIF improvement fee is calculated by determining the City's cost share of the capacity improvements (\$36.2 M) reflected in the CIP, and then adjusting this amount to account for remaining TIF fund balances and allowances for other local tax revenue as potential funding sources for future projects. As shown in **Exhibit 3**, the adjusted TIF cost basis is divided by the projected growth over the next 10 years (4,085). The resulting net TIF equates to \$7,976.49 per PHVT, which is then adjusted to account for TIF administration and accounting costs (3%) to yield a total TIF rate of \$8,215.78.

Exhibit 3: Woodland Transportation Impact Fee Calculation

		Source Notes
a	Total Capital Cost	\$ 123,229,255 Appendix A
b	City Share of Capital Cost	\$ 36,380,255 Appendix A
c	TIF Eligible Growth Related Capital Cost	\$ 36,201,887 Appendix A
d	Less Current TIF Fund Balance	\$ (1.56) as of 11.1.23
e	Subtotal	\$ 36,201,886 c+d
f	Less Potential Revenue from Other Tax Sour	\$ (3,620,189) 10%
g	Transportation Imp. Fee Cost Basis	\$ 32,581,697 e+f
h	Projected Trip Growth (PHVT)	4,085 Table 1
i	TIF Improvement Impact Fee per PHVT	\$ 7,976.49 g/h
j	TIF Admin.	\$ 239.29 3%
k	Total TIF-i per PHVT	\$ 8,215.78 g+h

Legend:

PHVT = average weekday PM peak hour vehicle trip

TIF REIMBURSEMENT FEE CALCULATION

RCW 82.02.060(7) enables cities in Washington to “provide for the imposition of an impact fee for system improvement costs previously incurred...to the extent that new growth and development will be served by the previously constructed improvements provided such fee shall not be imposed to make up for any system improvement deficiencies.”

Several major transportation system improvements have been constructed between 2019 and 2023 in Woodland and are intended to serve future growth and development. These recent improvements are reflected in **Appendix C**. The prior transportation improvements reflect a total project cost of \$5.4 million, of which \$4.6 million was grant funded and \$788,000 was city funded. As summarized in **Exhibit 4**, after adjusting for the level of trip capacity that has occurred, the present value of remaining capacity based on the City's cost share for these project equates to \$729,246 – the basis for the TIF reimbursement fee.

As shown below, this cost basis is divided by the projected 10-year growth in trips to arrive at the net TIF reimbursement fee of \$178.53, which is then adjusted to account for TIF administration costs (3%) for a total TIF reimbursement fee of \$183.89 per PHVT.

Exhibit 4: TIF Reimbursement Fee Cost Basis

	2019	2020	2021	2022	2023	
City Cost of Prior Capital Improvements*	\$ 79,651	\$ 21,143	\$ 203,759	\$ 212,333	\$ 271,134	
Capacity Used**	17.0%	13.4%	9.9%	6.5%	3.2%	
Capacity Remaining	83.0%	86.6%	90.1%	93.5%	96.8%	TIF-r Basis
Value of Remaining Capacity	\$ 66,142	\$ 18,320	\$ 183,678	\$ 198,601	\$ 262,505	\$ 729,246

* reflects construction costs incurred by City for major transportation system improvements, 2019-2023.

** Based on estimated historic avg. annual PHVT growth of 3.1% per Table 1.

Source: City of Woodland.

		Source Notes
City Share of Capital Cost	\$ 729,246	Appendix C
Projected Trip Growth (PHVT)	4,085	Table 1
Reimbursement Fee per PHVT	\$ 178.53	a/b
TIF Admin.	\$ 5.36	3%
Total TIF-r per PHVT	\$ 183.89	c+d

Legend:

PHVT = average weekday PM peak hour vehicle trip

TIF SUMMARY CALCULATIONS

The combination of the improvement fee, reimbursement fee and administration costs equates to the overall gross TIF cost per PHVT, as shown in **Exhibit 5**.

The TIF fee per PHVT is applied to number of net new vehicle trips generated by a new development to determine the overall TIF charge for new developments that require a building or occupancy permit within the City. To arrive at the TIF for specific development types, it is recommended that the City rely primarily upon the Institute of Traffic Engineers (ITE), *Trip Generation Manual*, 10 edition. The ITE manual provides detailed assumption regarding PHVT generation by land use classification and includes adjustments for “linked trips” which reduce overall trip generation for certain developments (such as convenience stores and fast food restaurants) due to vehicles making multiple stops before their end destination.

Exhibit 5: Gross TIF Charge per PHVT

TIF Improvement Fee per PHVT	\$ 7,976.49
TIF Reimbursement Fee per PHVT	\$ 178.53
TIF Admin. Cost per PHVT	\$ 244.65
Total TIF per PHVT	\$ 8,399.67

Source: prior tables.

Fees by Home Size

The WA State Legislature recently enacted amendments to the impact fee legislation per RCW 82.02.060 which requires cities to implement fee structures based on house size, and allows for fee exemptions for affordable housing and early learning facilities (see **Appendix C**). Using current U.S. Census statistic, and local estimates for average number of population per dwelling unit, the recommended fee structure for housing is to be based on square feet of heated floor area as shown in **Exhibit 6**. In light of the fact

that average occupancy per dwelling unit size is a non-linear relationship (based on U.S. Census, American Housing Survey, 2021 data), the number of occupants per dwelling unit tends to “flatten out” for dwellings over 3,000 SF. This results in a graduated decrease in the TIF rate for dwellings over 3,000 SF.

Exhibit 6: Woodland TIF by House Size (heated floor area)

TIF Assumptions by Home Size	
Transportation Fee per Dwelling*	\$ 8,399.67
Average residents per Dwelling**	3.21
Avg. Dwelling Size***	2,605
TIF per Resident (Avg.)	\$ 2,613.86

* Based on national average of one PHVT per dwelling unit.

** Based on U.S. Census estimates for City of Woodland, 2021, 5-year avg.

*** Based on national average per U.S. Census, American Housing Survey, 2021.

Development Assumptions for Scaling	Square Feet	Residents	SDC
Transportation Impact Fee per Dwelling (Avg.)	811	1.0000	\$2,614
Fee per square foot of single-family residence	1	0.0012	\$3.22
Maximum TIF per single-family residence	4,000	3.4000	\$8,887

TIF by Single Family Home Size	Housing Type Examples					
	ADU	Cottage	Townhome	Alley Loaded Detached	Standard Detached	Estate
Single Family Development Characteristics						
Avg. House size in square feet	750	1,250	1,350	1,725	2,605	3,500
Implied average occupancy	0.925	1.542	1.665	2.128	3.213	3.400
Calculated TIF	\$2,418	\$4,030	\$4,352	\$5,561	\$8,398	\$8,887
TIF per SF*	\$3.22	\$3.22	\$3.22	\$3.22	\$3.22	\$2.54

Multifamily Development Characteristics***	1 bedroom	2 bedroom	3 bedroom	Avg.
Avg. TIF Charge per Dwelling Unit	\$3,528	\$4,704	\$5,880	\$4,704
Avg. Net SF per Dwelling Unit	675	900	1,125	900
Net:Gross Adjustment	1.15	1.15	1.15	1.15
Calculated TIF Per Gross SF*	\$4.54	\$4.54	\$4.54	\$4.54

* TIF expressed in gross square feet of heated floor area.

** Due to the non-linear relationship between home size and occupants, the fee per SF for homes over 3,000 decreases.

*** Multifamily includes dwellings with 3 or more attached units per building structure.

Summary of Updated TIF Rates

This Memorandum has identified the maximum defensible impact fees that the City of Woodland may adopt based on current growth plans and related public facility requirements, costs and funding revenues.

A summary of the maximum defensible TIF for selected land use development types is shown in **Exhibit 7**.

The city council may decide to implement the new TIF rates upon adoption of this Technical Document or could instruct city staff to phase-in the new TIF rate over time. A phase-in approach would likely result in foregone local transportation revenue that would need to be funded by alternative funding sources, such as General Funds or Local Improvement Districts.

A potential TIF phase-in schedule is also included in Exhibit 7 for consideration and discussion.

Exhibit 7: Woodland TIF for Selected Land Use Types

ITE Code	Land Use Classification	Current TIF Unit	New Max TIF Unit
	Avg. TIF per PHVT	\$ 838.00 PHVT	\$ 8,399.67 PHVT
210	Single Family (1-2 units per structure)	\$ 838.00 dwelling unit	\$ 3.22 SFGFA
220	Multifamily (3+ units per structure)	\$ 519.56 dwelling unit	\$ 4.54 SFGFA
110	General Light Industrial	\$ 527.94 000 SFGFA	\$ 5,292 000 SFGFA
130	Industrial Park	\$ 335.20 000 SFGFA	\$ 3,360 000 SFGFA
140	Manufacturing	\$ 561.46 000 SFGFA	\$ 5,628 000 SFGFA
150	Warehousing	\$ 159.22 000 SFGFA	\$ 1,596 000 SFGFA
151	Mini-Warehouse	\$ 142.46 000 SFGFA	\$ 1,428 000 SFGFA
180	Specialty Trade Contractor	\$ 1,650.86 000 SFGFA	\$ 16,547 000 SFGFA
710	General Office Building	\$ 963.70 000 SFGFA	\$ 9,660 000 SFGFA
720	Medical-Dental Office Building	\$ 2,899.48 000 SFGFA	\$ 29,063 000 SFGFA
770	Business Park	\$ 351.96 000 SFGFA	\$ 3,528 000 SFGFA
820	Shopping Center/Commercial	\$ 2,107.23 000 SFGFA	\$ 21,122 000 SFGFA

Source: ITE, Trip Generation Manual, 10th edition; Abbreviations: ITE = Institute of Transportation Engineers. SFGFA = square foot of gross floor area.

Updated TIF with 3 Year Phase-In Schedule

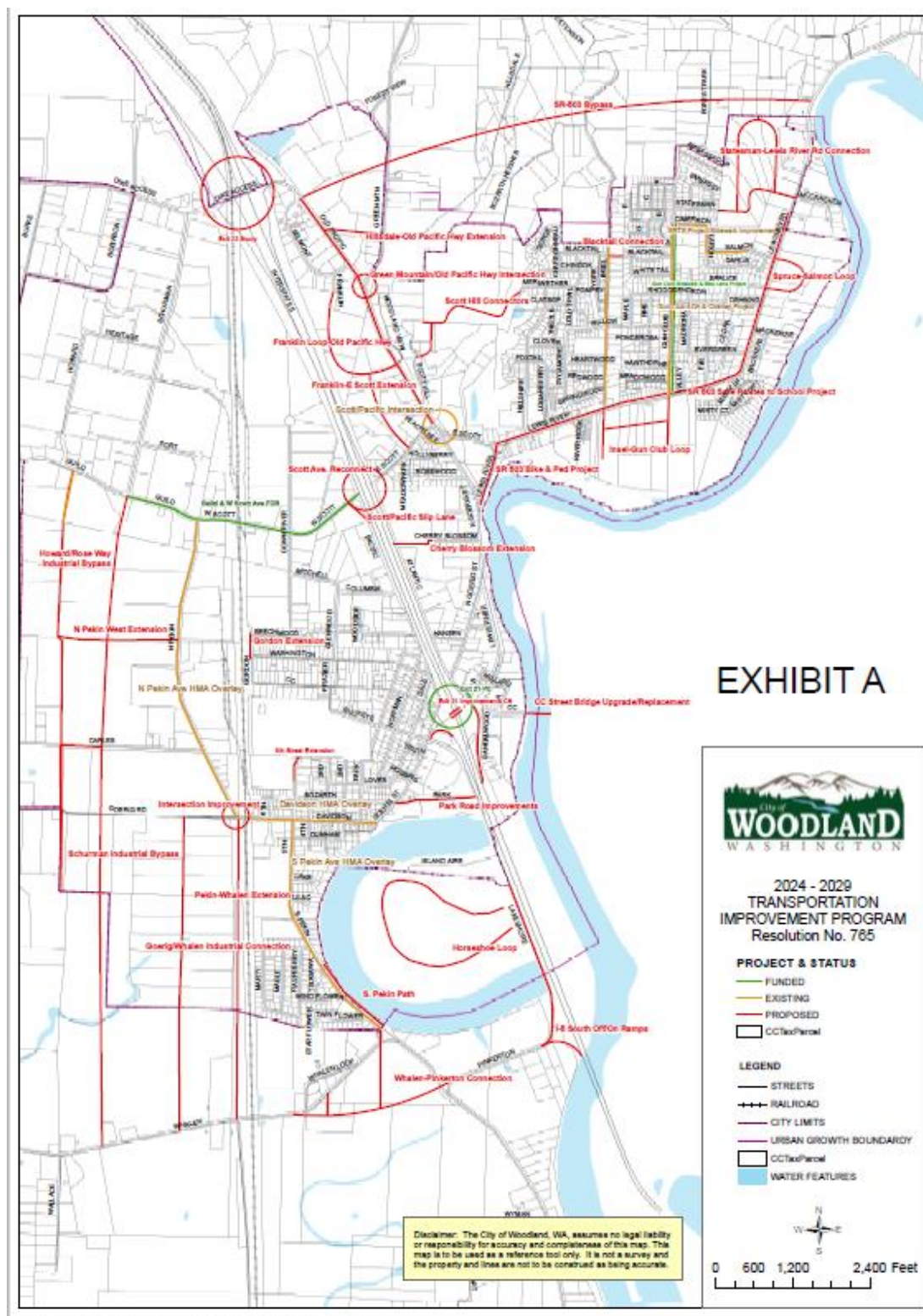
ITE Code	Land Use Classification	Year 1	Year 2	Year 3	Unit
	Phase-In Assumption:	80%	90%	100%	
	Avg. TIF per PHVT	\$ 6,719.73	\$ 7,559.70	\$ 8,399.67	PHVT
488	Single Family (1-2 units per structure)	\$ 2.58	\$ 2.90	\$ 3.22	SFGFA
492	Multifamily (3+ units per structure)	\$ 3.64	\$ 4.09	\$ 4.54	SFGFA
110	General Light Industrial	\$ 4,233.43	\$ 4,762.61	\$ 5,291.79	000 SFGFA
130	Industrial Park	\$ 2,687.89	\$ 3,023.88	\$ 3,359.87	000 SFGFA
140	Manufacturing	\$ 4,502.22	\$ 5,065.00	\$ 5,627.78	000 SFGFA
150	Warehousing	\$ 1,276.75	\$ 1,436.34	\$ 1,595.94	000 SFGFA
151	Mini-Warehouse	\$ 1,142.35	\$ 1,285.15	\$ 1,427.94	000 SFGFA
180	Specialty Trade Contractor	\$ 13,237.88	\$ 14,892.61	\$ 16,547.35	000 SFGFA
710	General Office Building	\$ 7,727.69	\$ 8,693.66	\$ 9,659.62	000 SFGFA
720	Medical-Dental Office Building	\$ 23,250.28	\$ 26,156.57	\$ 29,062.85	000 SFGFA
770	Business Park	\$ 2,822.29	\$ 3,175.07	\$ 3,527.86	000 SFGFA
820	Shopping Center/Commercial	\$ 16,897.44	\$ 19,009.62	\$ 21,121.80	000 SFGFA

Source: prior tables.

Appendix A – Project Capacity Share Percentages Calculated by Trip Distribution

Woodland Transportation Capital Improvement Projects, 2023-2034								
STIP Project Number	STIP Project Name	Proj. Construction Year	Capital Cost	State/Regional Cost Share	City Share Estimated Cost	Growth Related?	Impact Fee Capacity Share	Impact Fee Cost Basis
3	Old Pacific Highway Sidewalks	2027/2028	\$165,000	\$0	\$165,000	Yes	100.0%	\$ 165,000
6	W. Scott Ave. Full Depth Reclamation	2023/2024	\$150,000	\$0	\$150,000	Partially	26.9%	\$ 40,348
7	Exit 21 Interchange	2025	\$17,160,000	\$12,160,000	\$5,000,000	Yes	100.0%	\$ 5,000,000
8	Gun Club Road Sidewalk and Bike Lane	2023	\$440,000	\$0	\$440,000	Yes	100.0%	\$ 440,000
9	Gun Club Road Overlay and ADA Ramps	2023	\$94,000	\$0	\$94,000	Partially	26.9%	\$ 25,285
11	N. Pekin Road HMA Overlay	2023	\$39,000	\$39,000	\$0	No	0.0%	\$ -
14	S. Pekin Road Pedestrian and Bike Facility	2025	\$346,200	\$0	\$346,200	Yes	100.0%	\$ 346,200
20	SRTS SR-503 Pedestrian Safety	2023	\$2,021,850	\$0	\$2,021,850	Yes	100.0%	\$ 2,021,850
21	SR-503 Pedestrian and Bike Program	2023	\$1,350,205	\$0	\$1,350,205	Yes	100.0%	\$ 1,350,205
22	Green Mountain Road/Old Pacific Highway Intersection	2026	\$2,000,000	\$0	\$2,000,000	Yes	100.0%	\$ 2,000,000
26	CC Street Bridge Upgrade/Replacement			\$0		No	0.0%	\$ -
27	E. Scott Ave./Old Pacific Hwy. Improvements	2025/2026/2027	\$2,048,000	\$0	\$2,048,000	Yes	100.0%	\$ 2,048,000
28	Howard Industrial Bypass	2027/2028	\$3,831,000	\$0	\$3,831,000	Yes	100.0%	\$ 3,831,000
29	Schurman Way Industrial Bypass	2027/2028	\$5,931,000	\$5,931,000	\$0	Yes	100.0%	\$ -
32	Franklin Loop/Old Pacific Highway	2027	\$1,360,000	\$0	\$1,360,000	Yes	100.0%	\$ 1,360,000
35	N. Pekin Rd. West Connection	2028	\$1,421,000	\$0	\$1,421,000	Yes	100.0%	\$ 1,421,000
36	Scott Hill Connectors	2027	\$1,153,000	\$0	\$1,153,000	Yes	100.0%	\$ 1,153,000
37	Pekin/Whalen Extension	2028	\$2,719,000	\$2,719,000	\$0	Yes	100.0%	\$ -
40	Scott Avenue Reconnection	2027/2028	\$81,000,000	\$66,000,000	\$15,000,000	Yes	100.0%	\$ 15,000,000
Total			\$123,229,255	\$86,849,000	\$36,380,255			\$36,201,887

Appendix B – Proposed Roadway Projects



Appendix C – Prior Transportation System Investments

	Total Cost	Grant Share	City Share
Year 2019			
Hoffman Sidewalk Connections	\$ 10,530	\$ 9,477	\$ 1,053
Pacific Ave Sidewalks	\$ 58,320	\$ -	\$ 58,320
CDBG Sidewalks & ADA Ramps	\$ 202,780	\$ 182,502	\$ 20,278
Year 2020			
Hoffman St Pedestrian Facility	\$ 123,429	\$ 111,086	\$ 12,343
Goerig Overlay & Ramps (TIB Grant)	\$ 88,000	\$ 79,200	\$ 8,800
Year 2021			
Atlantic (&Loves) Sidewalk Project	\$ 107,167	\$ -	\$ 107,167
Goerig Overlay & Ramps (TIB Grant)	\$ 279,000	\$ 251,100	\$ 27,900
W Scott FDR (TIB Grant, eng. Only)	\$ 116,926	\$ 105,233	\$ 11,693
W Scott RR Ped Crossing	\$ 57,000	\$ -	\$ 57,000
Year 2022			
W Scott FDR (TIB Grant, eng. Only)	\$ 114,149	\$ 102,734	\$ 11,415
W Scott RR Ped Crossing	\$ 603,000	\$ 542,700	\$ 60,300
Lakeshore Pav & Ped	\$ 846,179	\$ 761,561	\$ 84,618
Davidson RR Xing	\$ 56,000	\$ -	\$ 56,000
Year 2023			
W Scott FDR(TIB Grant CMI & constr)	\$ 2,461,344	\$ 2,215,210	\$ 246,134
Lakeshore Pav & Ped	\$ 250,000	\$ 225,000	\$ 25,000
Completed Major Transportation Projects			
	Total Cost	Grant Share	City Share
	\$ 5,373,823	\$ 4,585,803	\$ 788,020
	100.0%	85.3%	14.7%
Year Summary			
	Year Summary	City Share	
	2019	\$ 79,651	
	2020	\$ 21,143	
	2021	\$ 203,759	
	2022	\$ 212,333	
	2023	\$ 271,134.40	

Source: City of Woodland.

Appendix D - Washington Requirements for Fees by Home Size

RCW [82.02.060](#)

Impact fees—Local ordinances—Required provisions—Exemptions.

The local ordinance by which impact fees are imposed:

(1) Shall include a schedule of impact fees which shall be adopted for each type of development activity that is subject to impact fees, specifying the amount of the impact fee to be imposed for each type of system improvement. The schedule shall be based upon a formula or other method of calculating such impact fees. The schedule shall reflect the proportionate impact of new housing units, including multifamily and condominium units, based on the square footage, number of bedrooms, or trips generated, in the housing unit in order to produce a proportionally lower impact fee for smaller housing units. In determining proportionate share, the formula or other method of calculating impact fees shall incorporate, among other things, the following:

(a) The cost of public facilities necessitated by new development;

(b) An adjustment to the cost of the public facilities for past or future payments made or reasonably anticipated to be made by new development to pay for particular system improvements in the form of user fees, debt service payments, taxes, or other payments earmarked for or proratable to the particular system improvement;

(c) The availability of other means of funding public facility improvements;

(d) The cost of existing public facilities improvements; and

(e) The methods by which public facilities improvements were financed;

(2) May provide an exemption for low-income housing, and other development activities with broad public purposes, including development of an early learning facility, from these impact fees, provided that the impact fees for such development activity shall be paid from public funds other than impact fee accounts;

(3)(a) May not impose an impact fee on development activities of an early learning facility greater than that imposed on commercial retail or commercial office development activities that generate a similar number, volume, type, and duration of vehicle trips;

(b) When a facility or development has more than one use, the limitations in this subsection (3) or the exemption applicable to an early learning facility in subsections (2) and (4) of this section only apply to that portion that is developed as an early learning facility. The impact fee assessed on an early learning facility in such a development or facility may not exceed the least of the impact fees assessed on comparable businesses in the facility or development;

(4) May provide an exemption from impact fees for low-income housing or for early learning facilities. Local governments that grant exemptions for low-income housing or for early learning facilities under this subsection (4) may either: Grant a partial exemption of not more than eighty percent of impact fees, in which case there is no explicit requirement to pay the exempted portion of the fee from public funds other than impact fee accounts; or provide a full waiver, in which case the remaining percentage of the exempted fee must be paid from public funds other than impact fee accounts, except as provided in (b) of this subsection. These exemptions are subject to the following requirements:

(a) An exemption for low-income housing granted under subsection (2) of this section or this subsection (4) must be conditioned upon requiring the developer to record a covenant that, except as provided otherwise by this subsection, prohibits using the property for any purpose other than for low-income housing. At a minimum, the covenant must address price restrictions and household income limits for the

low-income housing, and that if the property is converted to a use other than for low-income housing, the property owner must pay the applicable impact fees in effect at the time of conversion;

(b) An exemption for early learning facilities granted under subsection (2) of this section or this subsection (4) may be a full waiver without an explicit requirement to pay the exempted portion of the fee from public funds other than impact fee accounts if the local government requires the developer to record a covenant that requires that at least 25 percent of the children and families using the early learning facility qualify for state subsidized child care, including early childhood education and assistance under chapter [43.216](#) RCW, and that provides that if the property is converted to a use other than for an early learning facility, the property owner must pay the applicable impact fees in effect at the time of conversion, and that also provides that if at no point during a calendar year does the early learning facility achieve the required percentage of children and families qualified for state subsidized child care using the early learning facility, the property owner must pay 20 percent of the impact fee that would have been imposed on the development had there not been an exemption within 90 days of the local government notifying the property owner of the breach, and any balance remaining thereafter shall be a lien on the property; and

(c) Covenants required by (a) and (b) of this subsection must be recorded with the applicable county auditor or recording officer. A local government granting an exemption under subsection (2) of this section or this subsection (4) for low-income housing or an early learning facility may not collect revenue lost through granting an exemption by increasing impact fees unrelated to the exemption. A school district who receives school impact fees must approve any exemption under subsection (2) of this section or this subsection (4);

(5) Shall provide a credit for the value of any dedication of land for, improvement to, or new construction of any system improvements provided by the developer, to facilities that are identified in the capital facilities plan and that are required by the county, city, or town as a condition of approving the development activity;

(6) Shall allow the county, city, or town imposing the impact fees to adjust the standard impact fee at the time the fee is imposed to consider unusual circumstances in specific cases to ensure that impact fees are imposed fairly;

(7) Shall include a provision for calculating the amount of the fee to be imposed on a particular development that permits consideration of studies and data submitted by the developer to adjust the amount of the fee;

(8) Shall establish one or more reasonable service areas within which it shall calculate and impose impact fees for various land use categories per unit of development;

(9) May provide for the imposition of an impact fee for system improvement costs previously incurred by a county, city, or town to the extent that new growth and development will be served by the previously constructed improvements provided such fee shall not be imposed to make up for any system improvement deficiencies; and

(10) Must adopt or amend by ordinance, and incorporate into their development regulations, zoning regulations, and other official controls the requirements of this section to take effect six months after the jurisdiction's next periodic comprehensive plan update required under RCW [36.70A.130](#).

For purposes of this section, "low-income housing" means housing with a monthly housing expense, that is no greater than thirty percent of eighty percent of the median family income adjusted for family size, for the county where the project is located, as reported by the United States department of housing and urban development.

For the purposes of this section, "early learning facility" has the same meaning as in RCW [43.31.565](#).