

RESOLUTION NO. 2011- 29

**A RESOLUTION OF THE CITY OF BELLINGHAM, WASHINGTON
ADOPTING A TRANSPORTATION IMPACT FEE BASE RATE FOR 2012.**

WHEREAS, the City of Bellingham is authorized under Washington State law to impose Transportation Impact Fees (TIF) pursuant to RCW 82.02.050 - .090 for the purpose of collecting a proportional fair share contribution toward the capital improvement costs of transportation infrastructure to accommodate new growth; and

WHEREAS, the City of Bellingham adopted a Transportation Impact Fee (TIF) ordinance in 1993, codified as Bellingham Municipal Code (BMC) 19.06, and has since assessed all new development for transportation impact fees; and

WHEREAS, BMC 19.06.040 A. requires that "A revised schedule shall be adopted each year by the City Council concurrent with, or subsequent to, the adoption of the Six-Year Transportation Improvement Program for arterial streets."; and

WHEREAS, Bellingham's 2011 TIF base rate is \$1,927 per p.m. peak hour vehicle trip, as adopted by the City Council in Resolution 2010-31 on December 6, 2010; and

WHEREAS, BMC 19.06.040 E. states "TIF rates shall be calculated based upon the amount of public funds anticipated for system improvements in the annual Six-Year Transportation Improvement Program and the actual amount of public funds expended over the previous 6 year period for improvements completed in the Six-Year Transportation Improvement Program, to the extent that such improvements serve new growth and development."

WHEREAS, the City Council held a public hearing regarding the 2012-2017 Transportation Improvement Program on June 6, 2011 and a work session on June 20, 2011 and approved Resolution 2011-11 adopting the 2012-2017 Transportation Improvement Program; and

WHEREAS, State law (RCW 82.02.050 - .090) requires that transportation impact fees collected by a jurisdiction must be spent for capital improvements to transportation infrastructure needed as a result of growth within six years or the collected fees must be refunded with interest; and

WHEREAS, transportation impact fees based on common Institute of Transportation Engineers (ITE) trip generation rates should reflect future developments' proportional share contributions toward city-wide capital improvement costs for transportation infrastructure needed to serve new growth and development; and

WHEREAS, on November 18, 2011, the Bellingham Public Works Department provided a courtesy letter notifying the Building Industry Association of Whatcom County

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(BIAWC) Board of Directors of anticipated slight decrease to the Transportation Impact Fee (TIF) charges for 2012; and

WHEREAS, after published notice, the City Council held a public meeting regarding the proposed resolution on December 5, 2011; and


WHEREAS, the City Council has considered the decrease to the TIF base rate for 2012 and finds this resolution to be in the best interests of the City and its citizens;

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BELLINGHAM:

Section 1. Effective January 1, 2012, the Transportation Impact Fee (TIF) base rate charged to new development proposals seeking building permits in Bellingham shall be **\$1,912** per p.m. peak hour vehicle trip.

Section 2. Based on the 2012 TIF base rate, the TIF rate schedule will be updated accordingly and adopted as Table 1. in BMC 19.06.040 A.

PASSED BY COUNCIL THIS ___ DAY OF _____, 2011.



COUNCIL PRESIDENT

APPROVED BY ME THIS 5th DAY OF December, 2011.




MAYOR

ATTEST 

Finance Director

APPROVED AS TO FORM:



Office of the City Attorney

Published: n/a

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TABLE 1: 11-STEP CALCULATION TO ESTABLISH 2012 TIF BASE RATE								
2012 TIF Equation:	Funded							
Total 2006-2010 Actual Capital [1]	\$29,502,333	Calculated	Calculated	TransCad	Calculated	Compare	Net	Percent
2011 Revised Budget Funding [2]	\$1,537,284	Growth %	Growth	12-Year	2012 Cost	2011 Cost	Change	Change
TIF Eligible Local Funds 2012-2017 TIP [3]	\$18,327,000	Capacity	Proportion	Vehicle	Per Vehicle	Per Vehicle	From	From
TIF Eligible TBD Funds 2011-2012 [4]	\$940,000	Used	Share	Trips	Trip	Trip	2011 TIF	2011 TIF
TIF Eligible Project Funding [5]	\$50,306,617	x 50.2%	\$25,253,921	13,209 =	\$1,912	\$1,927	(-\$15)	(-0.7%)
		[6]	[7]	[8]	[9]		[10]	[11]

- NOTES [1] Receipts of actual local capital expenditures 2006 through 2010
[2] 2011 Revised budget local funding for 2011 construction projects
[3] Total local TIF eligible capital expenditures programmed in 2012-2017 TIP
[4] Total local TIF eligible capital expenditures for 2012 TIF calculation
[5] Total TBD TIF eligible capital expenditures for 2012 TIF calculation
[6] 2006 TIF Study established that 50.2% of 20-year capacity consumed by new growth
[7] Total proportional fair share cost allocated to new growth based on capacity consumed
[8] 2006 TIF Study total pm peak trips allocated to 12 one-year slices of 20-year growth
[9] Proportional cost of one pm peak vehicle trip
[10] Net cost change in TIF base rate from 2011 to 2012
[11] Percent increase of 2012 TIF relative to 2011 TIF