

Whatcom County Transportation Impact Fee
Program

PROGRAM DEVELOPMENT AND
METHODOLOGY REPORT (DRAFT)

Prepared for:

Whatcom County

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Introduction

Whatcom County is considering adopting transportation impact fees (TIFs) to help fund key, growth-related transportation infrastructure projects. This report documents the development of the program. It also provides the background and the supporting methodologies used in setting the proposed fees. An overview of the results of the program is included in the separate Transportation Impact Fee Study Report, May 2008.

This report provides additional background compared to the Study Report. It addresses the following items:

- Overview of the Work Program
- Steering Committee Process
- Objectives of the Program
- Impact Fee Methodology
 - Selecting the Transportation Impact Fee Projects
 - Identifying Service Areas
 - Calculating the Base Impact Fees
 - Preparing the Fee Schedule
- Adjustments to TIF Revenues
- Updating the Fee Program

Overview of the Work Program

Whatcom County retained a team led by The Transpo Group, a transportation planning and traffic engineering firm located in Kirkland, Washington, to assist in developing the TIF program and ordinance. (Under the same contract, the County also retained Transpo to assist with developing its Transportation Concurrency Management Program and to update the Transportation Plan for the Birch Bay Subarea.) The County and Transpo defined a work program to assist in defining the TIF program, technical processes, and policy questions. The Whatcom County Planning Department led the development of the TIF program with extensive involvement from the County's Department of Public Works. The County's Finance Department also provided input and direction for the program. A recommended ordinance for the program will be presented to the County Council for adoption.

The basic tasks in developing the Whatcom County Transportation Impact Fee (TIF) program include:

- Identifying impact fee projects and costs
- Evaluating and defining service areas
- Allocating costs and defining rate schedules
- Preparing the ordinance

Specific elements and processes for the first three of these tasks are presented in the remainder of this report. The proposed ordinance is a separate document. A Steering Committee was set up by Whatcom County to provide input to the TIF and Concurrency programs. The Steering Committee process is summarized in the next section.

Steering Committee Process

The County Executive appointed a Steering Committee to provide input and direction to County staff and the consultant team. The Steering Committee also provided input on the County's Transportation Concurrency Management program that was being developed at the same time. The Steering Committee consisted of the following members:

- Michael Abendhoff, BP America Inc.
- Doralee Booth, Birch Bay Steering Committee
- Dr. Richard Gantman, Mount Baker School District
- Gary Gehling, East County Foothills
- Blair Murray, Think Well Development (originally with Trillium Corporation)
- Rick Nicholson and Becky Kelly, Whatcom Transportation Authority
- Tim Hostetler, Washington State Department of Transportation (WSDOT), Mt. Baker Area (served through August 2007 meeting)
- Elizabeth Sjostrom, Washington State Department of Transportation (WSDOT), Mt. Baker Area (served starting October 2007 meeting)
- Roland Storme, Washington State Department of Transportation (WSDOT), Mt. Baker Area (served starting October 2007 meeting)

The Steering Committee met five times during the course of the work program. County staff and the consultant team provided materials to the Steering Committee in advance of each meeting. Kristine Edens, from EnviroIssues, facilitated each meeting to ensure all members were able to share their perspectives. The Steering Committee process was not focused on coming to a consensus; all points of view were considered important in defining recommended TIF and Concurrency programs. County staff and the consultant team provided summaries of each meeting to facilitate development of the TIF program. The meetings covered the following topics related to both the transportation impact fee and concurrency management programs. The meeting summaries are included in Appendix A.

1. March 6, 2007
 - Introductions
 - Role of Steering Committee
 - Overview of Concurrency Requirements and Interim Concurrency Program
 - Potential Objectives for Updated Concurrency Program
 - Overview of Transportation Impact Fee Requirements

- Potential Objectives for Transportation Impact Fee Program
 - Relationship of Concurrency and Transportation Impact Fees to Each Other and to other Development Review Programs
2. June 7, 2007
 - Discussion of Potential Concurrency Program Objectives:
 - Review Previously Defined County Transportation Improvement Projects and their Potential Eligibility for the TIF
 3. August 2, 2007
 - Transportation Impact Fee Program Requirements
 - Review TIF Improvement Project Eligibility
 - Relationship to State and City Transportation Improvement Projects
 - Discuss Preliminary Program Concept for Updated Concurrency Program
 4. October 18, 2007
 - Review Preliminary Transportation Impact Fee and Concurrency Program Concepts and Relationships to Development Review
 - Discuss Transportation Impact Fee Program Concept – How is it set up and how would it work
 - Discuss Transportation Concurrency Program Concept – Potential travel speed and roadway segment evaluations
 5. December 6, 2007
 - Review Transportation Impact Fee Program Concept
 - Preliminary results
 - Policy options
 - Discuss Transportation Concurrency Program Concept
 - Program refinement
 - Travel speed and road segment components
 - Policy options

Objectives of the Transportation Impact Fee Program

One of the first topics for discussion with the Steering Committee were the potential objectives for the impact fee and concurrency programs. The Whatcom County Comprehensive Plan provides the basis for development of a transportation impact fee and/or mitigation fee ordinance. The following preliminary broad objectives for the program provided the starting point for the discussions.

- 1) Be legally defensible
 - a. Comply with GMA and SEPA requirements
 - b. Be consistent with GMA Hearings Boards and/or Court findings

- 2) Support Whatcom County Comprehensive Plan vision
 - a. Fair and equitable
 - b. Consider impacts to all modes
 - c. Based on actual project impacts
 - d. Public/private funding of transportation
- 3) Tie to Transportation Improvement Program (TIP) and Capital Improvement Program (CIP)
 - a. Help fund high priority projects
 - b. Work with existing funding sources
 - c. Address road conditions/standards, not just congestion
- 4) Tie to concurrency and other development review programs
 - a. Streamline review and mitigation process
 - b. Support concurrency
 - c. Do not require mitigation of the same impact twice
- 5) Be relatively easy to understand/administer
 - a. Balance staff resources to administer program versus benefit to County
 - b. Reasonably easy for developers and citizens to understand
 - c. Simple to track results

As noted above, the potential program objectives were discussed at the first Steering Committee meeting. County staff and the consultant team continued to revisit the objectives based on input from the Steering Committee as the program was being developed. The relationship to concurrency requirements and other development review elements (such as SEPA and frontage improvements) were discussed on several occasions. One of the key discussion items was to assure that new developments were not required to mitigate the same impact twice.

Equity issues between various parts of the County also were discussed. This discussion focused on the number and types of transportation improvement projects serving different subareas of the County. In addition, the Steering Committee wanted to assure how the impact fees would reflect future updates to community plans, similar to the Birch Bay Subarea Transportation Plan and the Foothills Community Plan. As subarea plans are prepared and adopted into the County's Comprehensive Plan, the fee calculations will need to be updated to incorporate the forecast growth and transportation improvements. These updates also could be incorporated into an overall update of the County's Comprehensive Plan.

The Steering Committee also discussed a potential objective for including state highway improvements. State highways serve as the backbone of the County's transportation system. Washington State Department of Transportation (WSDOT) staff indicated that mitigating development impacts on state highways are typically handled through the State Environmental Policy Act (SEPA). WSDOT does not have the direct ability to assess impact fees. Whatcom County could enter into an interlocal agreement with WSDOT. However, including improvements to state highways in the TIF requires a commitment to fully fund the improvements within the horizon year for the program.

Typically, WSDOT cannot commit to fully funding the improvements because their funding is committed through the biennial state budget or specific transportation funding programs such as the Nickel Package and the Transportation Partnership Act (TPA).

Impact Fee Methodology

A transportation impact fee (TIF) program must meet specific requirements as identified in GMA (RCW 82.02). GMA requires that impact fees:

- Be used only for system improvements that are reasonably related to new development;
- Not exceed a proportionate share of the system improvements that are needed to serve new development;
- Be spent on those system improvements that reasonably benefit the new development.

In order to meet the GMA requirements, Whatcom County developed a specific methodology for calculating the potential transportation impact fees. The process included four basic tasks:

- Selecting the Transportation Impact Fee Projects
- Identifying Service Areas
- Calculating the Base Impact Fees
- Preparing the Fee Schedules

Whatcom County and the consultant team decided to use a modified version of the Whatcom Council of Government's (WCOG) travel demand model for developing the program. The WCOG model covers all of Whatcom County and includes all major transportation corridors that may be considered for the TIF. In addition, its structure generally allowed separation of unincorporated areas which would be subject to the fees if adopted, from the existing cities.

The WCOG model is used to forecast weekday PM peak hour traffic conditions. The weekday PM peak hour typically has the highest overall travel demands and therefore, provides the basis for determining overall transportation improvement needs to support growth.

The base WCOG model was modified by the consultant team for use in preparing the update to the Birch Bay Subarea Transportation Plan. The model refinements were limited to the areas in and around the Birch Bay and Blaine Urban Growth Areas (UGAs), in the northwest part of the County. The modifications included refining the model zone structure to provide more detail in the Birch Bay Subarea, updating existing and forecast land use data, and adding more detail to the model's transportation system to allow more detailed evaluation of collector road needs.

The modified model was used to define the amount and location of traffic growth through 2027 for the whole County (not just the Birch Bay subarea). The model was also used to identify the travel patterns of the growth trips that benefit from the potential transportation impact fee projects.

Figure 1 provides a flow chart showing the overall process for calculating the proposed transportation impact fees for Whatcom County. The development of the specific tasks are described further in the next sections.

Selecting the Transportation Impact Fee Projects

Under the State Growth Management Act (GMA), impact fees can only be used to help fund “system” improvements that are included in the agency’s adopted capital facilities plan. System improvements include projects that provide service for the community at-large. The impact fee program can only include system improvements that are reasonably related to new development.

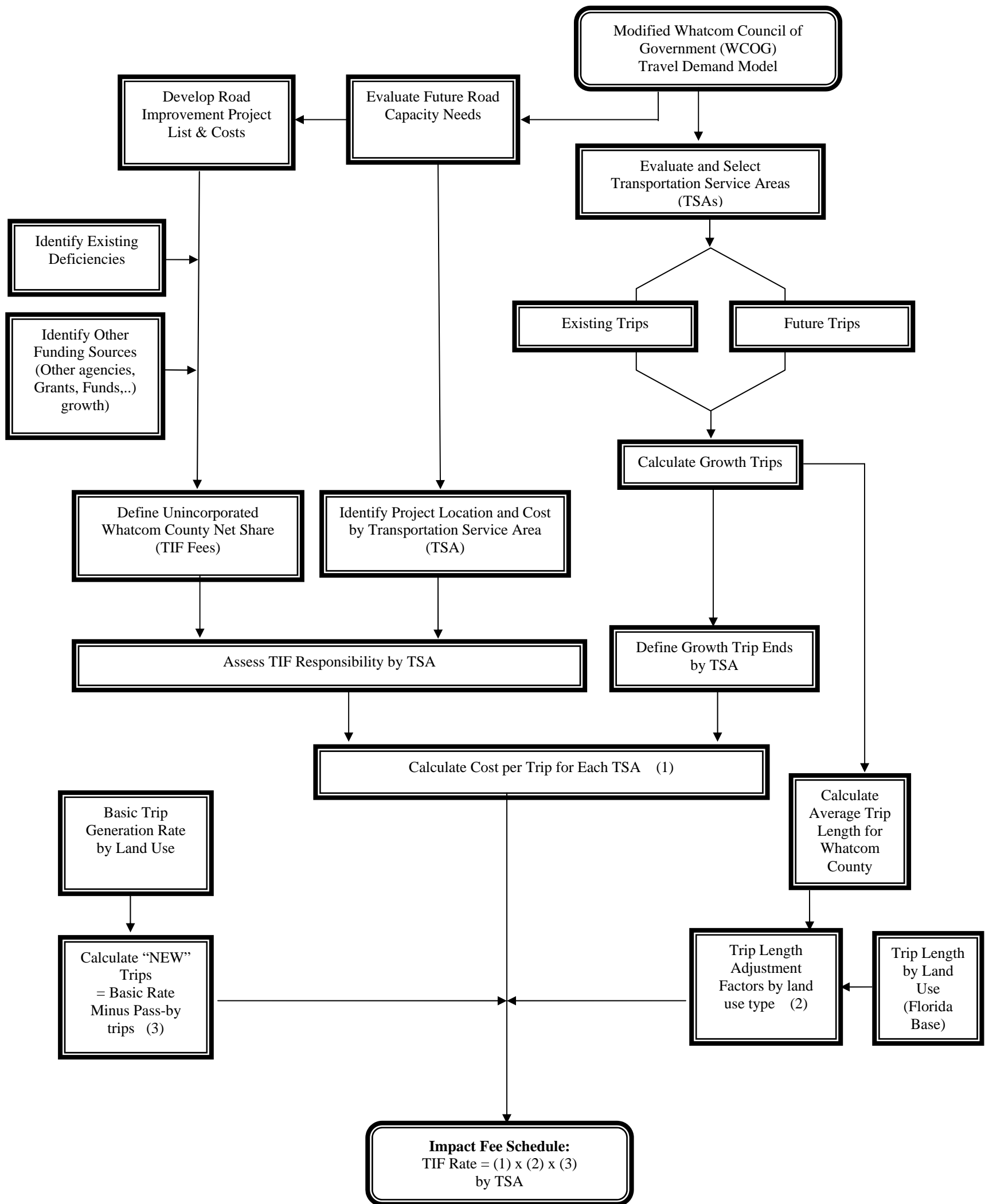
Impact fees cannot be used for “project” improvements, such as subdivision streets or local circulation roads. Project improvements would not provide service to the community at-large, but to a specific development or neighborhood.

The Whatcom County Comprehensive Plan and the County’s most recent Six-Year Transportation Improvement Program (TIP) provided the starting point for defining improvement projects for evaluation for the proposed transportation impact fee (TIF) program. These projects have been previously defined and adopted by Whatcom County to address existing and forecast deficiencies.

In addition, the preliminary draft recommendations for the Birch Bay Subarea Transportation Plan, which was being developed at the same time as the TIF, were considered for inclusion in the impact fee program. The majority of the recommended transportation improvements in the update of the Birch Bay Subarea Transportation Plan are not currently included in the County’s Comprehensive Plan or capital facilities element. Therefore, Whatcom County would have to formally adopt the new Birch Bay Subarea Transportation Plan improvement projects into its Comprehensive Plan and its capital facilities element prior to including them in the TIF program. If the TIF-eligible improvements from the Birch Bay Subarea Transportation Plan are not adopted into the County’s Comprehensive Plan, they will need to be deleted from the TIF program and the fees will need to be adjusted.

In addition, the project team summarized improvement projects identified by WSDOT and cities within Whatcom County. These projects were used in discussing the potential needs for and approaches for including other agency improvements in the Whatcom County TIF program through interlocal agreements.

Figure 1. Transportation Impact Fee Calculation Flow Chart



To meet the GMA requirements, each improvement project was identified as being eligible or not eligible for the TIF program using the following criteria:

- Improvement project is located within unincorporated Whatcom County and the County would have responsibility for funding the improvement
- Intersection or roadway “system” improvement needed to address capacity or operational deficiencies needed to support new development
- “System” improvement projects needed to upgrade facility to support transition of existing rural roads to urban standards within designated urban growth areas
- Improvements that are needed for growth and do not only resolve existing deficiencies
- In addition, intersection improvements along state highways that the County may elect to take full or partial funding responsibility for due to their importance to the County transportation system may be included.

Figure 2 and Table 1 summarize the improvement projects identified as being eligible for the Whatcom County TIF program. Appendix B includes a list of some of the other improvements considered for the TIF program but were identified as not being eligible based on GMA and the County’s criteria. A total of 46 transportation improvements were identified as meeting the GMA requirements and the above County criteria.

Twenty-seven of the 46 projects are located within the Birch Bay Subarea. These are a direct result of the County’s more detailed planning study to update the Birch Bay Transportation Plan. The Birch Bay Subarea improvements include projects to add capacity to support the significant urban growth within the Birch Bay and Blaine Urban Growth Areas (UGAs). Four of the Birch Bay projects are intersection improvements along SR 548 (Blaine Road and Grandview Road). WSDOT currently does not have plans or funding for these improvements. These state highway intersection improvements were identified as important to supporting the County’s growth plans and therefore, the County would consider them under its funding programs. Other improvements in the Birch Bay Subarea identified as being TIF-eligible include projects to upgrade rural roads to urban standards within the UGAs. These improvements would not be needed without the significant growth planned for the area in the County’s Comprehensive Plan.

The other TIF-eligible improvements are located throughout other parts of Whatcom County. They include widening of arterials or collectors to meet future travel demands. The improvements also include constructing a new collector road between Northwest Drive and Hannegan Road in the Slater Road/Kelly Road corridor. This corridor will be connected to an upgraded Kelly Road corridor east of Hannegan Road to provide an alternative to the congested SR 542 state highway.

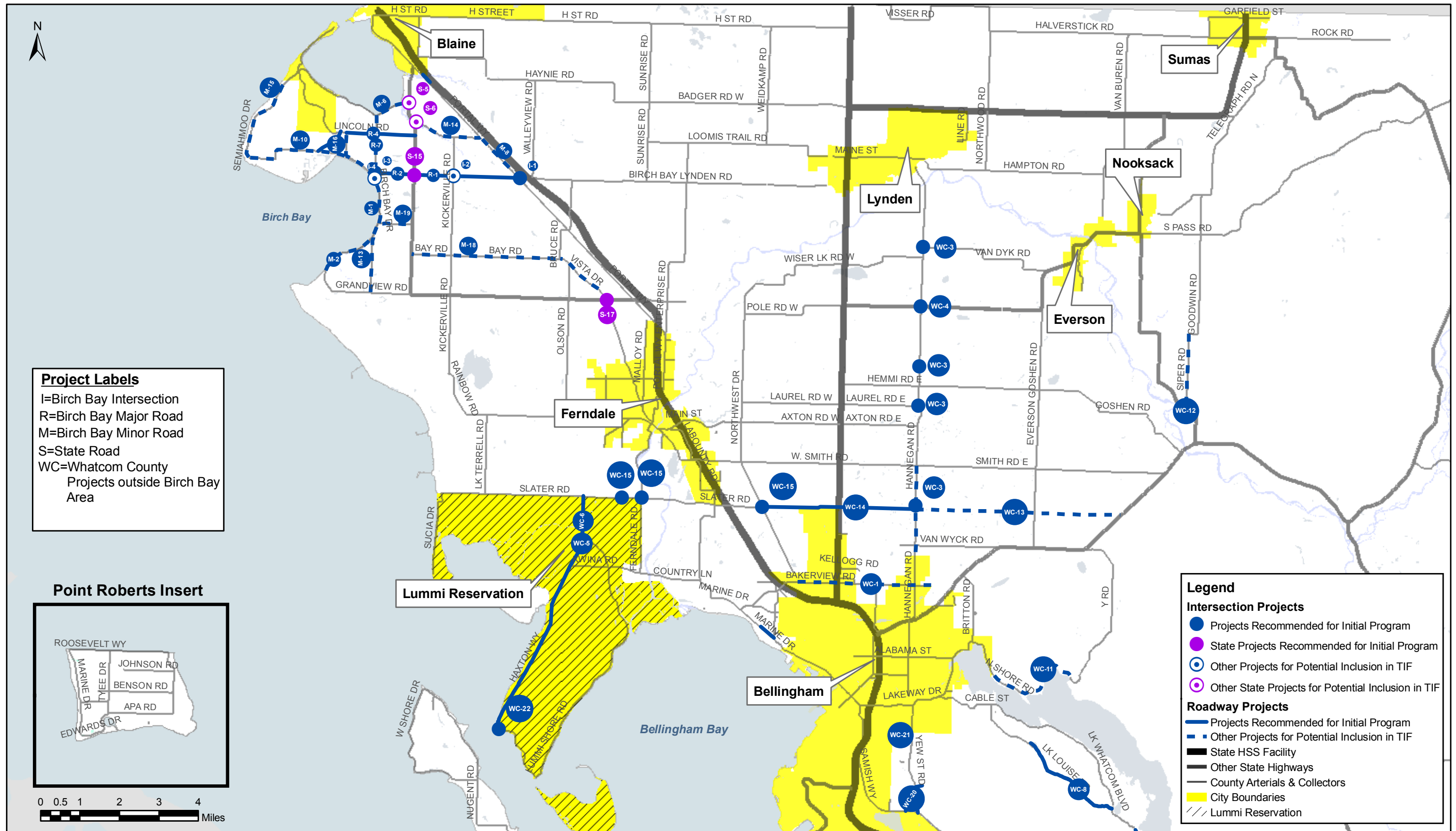


Figure 2: Transportation Improvement Projects Eligible for Transportation Impact Fee Program

Whatcom County Transportation Impact Fee Program



Table 1. TRANSPORTATION IMPROVEMENT PROJECTS ELIGIBLE FOR TRANSPORTATION IMPACT FEE (TIF) PROGRAM

Project ID*	Project Name	Project Limits	Project Description	In Existing TIP?	TIF Eligible?	Project Cost (\$1,000s) Estimated	Comments	TSA Project Location
Eligible Transportation Impact Fee Projects Included In Recommended Plan								
I-1	Birch Bay- Lynden Road / Portal Way	Intersection	Construct intersection improvements to include turn lanes and install traffic signal when warranted.	Yes	Yes	\$3,000	In design, construction programmed for 2009.	1
I-3	Birch Bay-Lynden Road / Harborview Road	Intersection	Construct intersection improvements to include turn lanes and install traffic signal when warranted.	No	Yes	\$3,000		1
R-1	Birch Bay-Lynden Road Widening	Portal Way to UGA limit just east of Blaine Road	Widen to rural major collector standards including turn lanes at major access locations and paved shoulders for non-motorized trips.	No	Yes	\$1,500	Also See Project 1-2. Existing ROW 90-100 ft	1
R-2	Birch Bay-Lynden Road Widening	UGA limit just east of Blaine Road to Harborview	Widen to urban principal arterial standards including turn lanes and non-motorized facilities.	No	Yes	\$1,800	Also See Projects I-3 and I-4 . Existing ROW 75-100 ft	1
R-3	Birch Point Connector Road	Birch Pt. Road. to Shintaffer Road.	Construct new 2-lane connection at urban standards including non-motorized facilities and new intersection with Semiahmoo Drive.	No	part	\$2,000	A section of the project is constructed by the developer.Requires further engineering and impact studies. Assume 50% of costs paid by the County	1
R-4	Lincoln Road Extension and Improvement	Shintaffer Road. to Blaine Road (SR 548)	Reconstruct existing road and construct 2-lane urban arterial to Blaine Road with non-motorized enhancement including construction of roundabouts at intersections with Blaine Road and Harborview Road.	Yes	Yes	\$9,000	In design, construction programmed for 2011.	1
R-8	Portal Way/Dakota Creek Bridge #500	Bridge	Bridge replacement or rehabilitate structure	Yes	Yes	\$5,000		1
S-15	Birch Bay- Lynden Road / Blaine Road (SR 548)	Intersection	Construct intersection improvements to include roundabout or install turn lanes and traffic signal, when warranted.	Yes	State	\$3,000	Potential Whatcom County funding.	1
S-17	Grandview Road (SR 548) / Vista Drive	Intersection	Construct intersection improvements to include roundabout or install turn lanes and traffic signal, when warranted.	No	State	\$3,000		1
WC-3	Hannegan Rd. Intersections (4 intersections)	Intersections of Hannegan Rd with Kelly Rd., E Laurel, Ten-Mile Rd., Van Dyk Rd.	Upgrade Intersections with turn lanes, and Install traffic signal when warranted	Yes	Yes	\$1,800	Part of improvements at Kelly Rd Intersection could be part of project WC-2	3
WC-4	Hannegan Rd./SR 544 (E Pole Rd.) Intersection	Intersection	upgrade the intersection with turn lanes, and Install traffic signal when warranted	Yes	Yes	\$3,000	This Project could be combined with Projects WC-3	3
WC-6	Haxton Way Non-motorized Improvements- 2 phases	Gooseberry Point to Slater Rd.	reconstruct to Major Collector standards including non-motorized facilities	Yes	Yes	\$3,000	bicycle off-raod trail could be under Park fees (and not under transportation fees)	2
WC-7	Lake Louise Rd.	Sudden Valley Gate 13 to Austin St.	Reconstruct to Major Collector standards including non-motorized facilities	Yes	Yes	\$8,000		5
WC-8	Lake Louise Rd.	Sudden Valley Gate 13 to Whatcom Blvd.	Reconstruct to Major Collector standards including non-motorized facilities	No	Yes	\$8,000		5
WC-9	Lake Whatcom Blvd. High Bridge #115	Entire bridge	Replace existing bridge including widening 1 lane and non-motorized improvements	Yes	Yes	\$5,500	Done (before the road was dangerous, now has shoulder)	5
WC-10	Marine Drive	Bennett Drive to Locust St.	Reconstruct to Urban Minor Arterial standrads with non-motorized facilities	Yes	Yes	\$1,400	Bellingham UGA	2
WC-14	Slater Rd.	Hannegan Rd to Northwest Dr	Construct 2-lane extension road to Kelly Rd at Collector standrds with non-motorized facilities	No	Yes	\$4,000	Good for the connectivity of the network. Re-calssify Kelly and upgarde to collector when extension is constructed	3 (50%), 2 (50%)
WC-15	Slater Rd. intersections (3 intersections in project)	Slater Rd with Imhof Rd., Ferndale Rd., and Northwest Rd.	Upgrade the three intersections with turn lanes, Install traffic signal when warranted	Yes	Yes	\$3,000		2
WC-19	Yew St. Rd.-Samish connector (amalgamation of several projects)	Yew St. (San Juan Blvd.) and Samish Way	Construct new 2-lane connection at urban standards including non-motorized facilities	No	Yes	\$1,000	Bellingham UGA	4
WC-20	Yew Street Rd. Phase 2	Samish Way to Kingsmill	Reconstruct at urban standards including non-motorized facilities	Yes	Yes	\$6,000	Bellingham UGA	4
WC-22	Ferry Dock Improvements	Undefined	Improvements to Lummi Island Ferry Docks access/egress roads with non-motorized facilities	Yes	Yes	\$6,000	Access/ Egress projects to ferry dock could be eligible for TIF	2
Subtotal Cost of Eligible Transportation Impact Fee Projects Included In Recommended Plan						\$82,000		

* I: Birch Bay Intersection Project
R: Birch Bay Major Road Project
M: Birch Bay Minor Road Project
S: State Road Project
WC: Whatcom County Projects Located outside Birch Bay Area

Table 1. TRANSPORTATION IMPROVEMENT PROJECTS ELIGIBLE FOR TRANSPORTATION IMPACT FEE PROGRAM (Continued)

Project ID*	Project Name	Project Limits	Project Description	In Existing TIP?	TIF Eligible?	Project Cost (\$1,000s) Estimated	Comments	TSA Project Location
Eligible Transportation Impact Fee Projects Not Included in Recommended Plan								
I-2	Birch Bay-Lynden Road / Kickerville Road	Intersection	Construct intersection improvements to include roundabout or install turn lanes and traffic signal, when warranted.	No	Yes	\$3,000	Turn lanes could be constructed on Birch Bay-Lynden Road as part of R-1.	1
I-4	Birch Bay Drive / Harborview Road	Intersection	Improve/ redesign the intersection with turn lanes, and install traffic signal when warranted.	No	Yes	\$3,000		1
R-6	Harborview Road	Birch Bay Drive to Birch Bay-Lynden Road	Improve roadway to urban principal arterial standards including non-motorized facilities.	No	Yes	\$200	Existing shoulders are either unpaved or far too narrow to safely accommodate non-motorized traffic.	1
R-7	Harborview Road	Birch Bay-Lynden Road to Drayton Harbor Road	Improve roadway to major collector standards including non-motorized facilities.	No	Yes	\$1,000		
M-1	Birch Bay Drive	Alderson Road to Shintaffer Road	Improve roadway to urban minor arterial standards including non-motorized facilities.	Yes	Yes	\$6,600	Conversion from Rural to Urban	1
M-2	Birch Bay Drive	Alderson Road to Point Whitehorn Road	Improve to urban minor arterial standards including non-motorized facilities.	No	Yes	\$1,800	Shoulders are currently 4 feet paved on each side; pavement conditions on some portions is rated less than 80.	1
M-8	Portal Way	Birch Bay- Lynden Road to Loomis Trail Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	Yes	\$1,200	Add shoulders for bike lane. Check in field. Existing shoulders are unpaved, and the pavement conditions are rated under 70. Some sections are rated even lower (the range is 21 to 67).	1
M-13	Jackson Road	Birch Bay Drive to Grandview Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	Yes	\$1,200	Partially in BB UGA. Shoulders are either unpaved or far too narrow (at least on one side) to safely accommodate non-motorized traffic	1
S-5	Blaine Road (SR 548) / Drayton Harbor Road	Intersection	Improve/redesign the intersection with turn lanes and Install traffic signal when warranted.	No	State	\$2,000	Within Blaine Urban Growth Area. Overlay project programmed by WSDOT.	1
S-6	Blaine Road (SR 548) / Loomis Trail Road	Intersection	Improve/redesign the intersection with turn lanes and Install traffic signal when warranted.	No	State	\$2,000	Potential Whatcom County funding.	1
WC-2	Hannegan Rd.	Bellingham City limits to Smith Rd.	Widen to 4 lanes at Major Collector standards, upgrade intersection at Kelly Rd and install traffic signal when warranted	No	Yes	\$4,500	Intersection with Kelly Rd covers part of Project WC-3 improvements.	3
WC-5	Haxton Way	Kwina Rd. to Slater Rd.	Reconstruct to Major Collector standards including structural overlay, drainage and non-motorized enhancement	Yes	Yes	\$3,000		2
WC-11	North Shore Rd.	Bellingham City limits to Y Rd.	Reconstruct to Minor Arterial standards with non-motorized facilities enhancement (bike lane), clear zones	Yes	Yes	\$8,000		5
WC-12	Siper Rd.	SR 9 (Nooksack Rd.) to Hopewell Rd.	Reconstruct to Collector Standards including drainage system and non-motorized facilities	Yes	Yes	\$5,000		6
WC-13	Slater Rd. (along Kelly)	Hannegan to SR 542 (Mt. Baker Highway)	Upgrade from Local to Collector class and reconstruct at Collector standards including drainage system and non-motorized facilities	No	Yes	\$10,000		3 (20%), 6 (80%)
M-6	Drayton Harbor Road	Harborview Road to Blaine Road	Improve to rural collector standards with shoulders for non-motorized travel.	Yes	Yes	\$1,800	Within Blaine Urban Growth Area.	1
M-10	Birch Point Road	Semiahmoo Drive to Shintaffer Road	Reconstruct to urban minor arterial standards including non-motorized facilities	No	Yes	\$3,000	No new lanes are necessary. Upgrade to urban standards. Nearly 2 miles of this roadway has only gravel shoulders; pavement conditions on one portion are rated less than 70.	1
M-14	Loomis Trail Road	Blaine Road to Portal Way	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	Yes	\$1,200	The majority of shoulders here are unpaved, and the pavement conditions on this roadway are rated under 70.	1
M-15	Semiahmoo Drive	Blaine city limits to Birch Point Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	Yes	\$2,000	Within Blaine Urban Growth Area. This roadway's shoulders are all unpaved.	1
M-16	Shintaffer Road	Lincoln Road to Birch Point Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	Yes	\$600	This roadway's shoulders are all unpaved, and the pavement conditions here are rated under 55. Could be combined with project 308.	1
M-17	Vista Drive	Bay Road to Grandview Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	Yes	\$1,500	This roadway's shoulders are all unpaved and rather narrow. The pavement conditions here are rated under 80.	1
M-18	Bay Road	Blaine Road to Vista Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	Yes	\$2,600		1
M-19	Alderson Road	Birch Bay Drive to Blaine Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	Yes	\$600	within UGA, adjacent to BB town Center, minor improvements?	1
WC-1	Bakerview Rd.	E Bakerview to Aldrich Rd	Reconstruct to urban arterial, standards including non-motorized facilities	No	Yes	\$3,000	Bellingham UGA. Joint Project with City of Bellingham	2 (50%), 3 (50%)
WC-21	San Juan Blvd.	40th St. to 48th St.	Construction and extension of new Urban Arterial (2 phases) with non-motorized facilities	Yes	Yes	\$7,700	Bellingham UGA	4
Subtotal Cost of Eligible Transportation Impact Fee Projects Not Included in Recommended Plan						\$76,500		
TOTAL COST OF PROJECTS ELIGIBLE FOR TRANSPORTATION IMPACT FEE PROGRAM						\$158,500		

* I: Birch Bay Intersection Project
R: Birch Bay Major Road Project
M: Birch Bay Minor Road Project
S: State Road Project
WC: Whatcom County Projects Located outside Birch Bay Area

The TIF-eligible projects also include intersection improvements along Hannegan Road that were identified in the County's 2004 Comprehensive Plan and were completed by Whatcom County in 2007. Under GMA, these improvements can be included in the TIF program because they were needed to serve growth-related impacts along this key corridor.

Including improvements in the TIF program comes with a general obligation to be able to fully fund the improvements within the plan horizon. Due to other potential priorities, the County chose to reduce the number and costs of improvements included in the initial recommended TIF program. Figure 2 and Table 1 divide the TIF-eligible improvements into two categories. The first category includes 21 TIF-eligible improvements that are recommended for the County's initial TIF program. These projects were identified by County staff as the highest priority projects for the TIF because the County should be able to commit funding for them over the next 20 years. The other category includes the other 25 TIF-eligible projects that are not recommended for the initial TIF program. Due to the County's overall transportation funding needs over the next 20 years, staff did not believe it would be reasonable to make a long-term funding commitment for these projects by including them in the initial TIF program. The County may wish to reconsider all or some of these improvements based on future assessments of priorities and availability of funding.

For this initial TIF program, the County chose to include only the highest priority TIF-eligible projects to assure that it would be able to fund and effectively implement the TIF projects and programs. The cost estimate for all 46 of the TIF-eligible projects is \$159 million, in 2008 dollars. The costs for the 21 improvements recommended for the TIF program have a total cost of approximately \$82 million.

Identifying Service Areas

GMA requires that jurisdictions implementing transportation impact fees establish one or more reasonable service areas for calculating and assessing the fees for new developments. Service areas are used to define the TIF rates for different geographic areas so they reasonably relate to and benefit the new growth within the County. The following summarizes how the WCOG model provides the basis for the service areas. Options that were reviewed and the recommended service areas are also presented.

WCOG Model Basis

As noted above, the basic tool for developing the Whatcom County TIF program is the WCOG travel demand model. The WCOG model is comprised of transportation analysis zones (TAZs) that are used to represent land uses and travel origins and destinations throughout the County. The WCOG TAZ structure was refined within the Birch Bay Subarea to facilitate more detailed transportation planning in that area. (The Birch Bay Subarea Transportation Plan was another major task of the overall work program.) The WCOG model TAZs (with the Birch Bay Subarea refinements) provide the basic building block structure for defining the TIF service areas.

Whatcom County does not have authority to collect impact fees within the incorporated cities within its boundaries. Therefore, TAZs representing the cities were excluded from the service area options. The County could enter into interlocal agreements with some or all of

the cities to account for growth generated within the cities. This would also likely include addition of some City transportation improvements and their costs to the program.

In addition, the Lummi Indian Reservation, located southwest of Ferndale, was also excluded because Whatcom County generally would not be able to assess impact fees against new growth under tribal control. As shown on Figure 2 and Table 1, Whatcom County does, however, have transportation projects within the reservation lands which are included in the TIF program. These improvements are needed to serve growth within the reservation and on Lummi Island and other unincorporated areas of the County. The Nooksack tribe also is located within Whatcom County. However, it does not have a specific boundary that can be readily excluded from the TIF program service areas. The County also will not likely be able to charge fees for developments under control of the Nooksack Tribe.

Evaluating Service Area Concepts

Three broad approaches for the TIF program service areas were initially considered:

- Countywide-level
- District-level
- Project-level

The Countywide-level approach treats all of unincorporated Whatcom County as a single service area. Many cities use a single service area concept to simplify the program and because new developments throughout the city benefit from many of the improvements included in their TIF program. For an area as large and diverse as Whatcom County, a single service area concept was determined to be more difficult to ensure that the fees would be reasonably proportional to and reasonably benefit developments throughout the County, as required by GMA.

The district-level approach aggregates model TAZs into similar “travel sheds.” A travel shed can be compared to a watershed. A watershed collects all water within a geographic area and transports it to one or more outlets. A traffic shed is similar, except the focus is on the major travel patterns or origins/destinations generated by land uses within a geographic area. Some of the traffic generated within a portion of the geographic area may “spill” out of the general travel patterns, but the overall travel patterns are similar for the district.

The project-level concept would allocate costs from each individual improvement project to specific development projects. This could be done either as an individual assessment/calculation at the time a new development is applied for or through use of many small service areas. In order to apply this concept, the WCOG model would be more refined to better address specific travel patterns and origins/destinations of growth trips using each TIF project. After detailed review by the project team, it was determined that the project-level concept would require a level of refinement which would not likely provide significantly different results from the district approach.

After reviewing the three level concepts, the district approach was selected for further evaluation and development. The district approach was determined to be able to meet the GMA requirement to set fees that are reasonably proportional to the impacts and benefits, while keeping the program simpler than a project-level program.

Three different district-level service area concepts were defined for further evaluation. The concepts were developed based on review of travel patterns using the WCOG model. County staff also provided insights on local travel patterns. The concepts also took into account the level and type of growth in different parts of the County. The location of potential TIF projects also was incorporated into defining the three concepts.

Each concept had a different level of detail and number of service areas. The most detailed concept had 17 service areas. The other two concepts had 12 and 8 districts, respectively. Preliminary impact fee calculations were prepared for each concept using the modified WCOG model. (The next section describes how the fees are calculated.) The preliminary fee calculations assumed all of the TIF-eligible improvements would be included in the program to ensure the evaluation covered the highest potential fees.

The results of the three service area concepts indicated that the resulting average fees would not be significantly different based on the number of districts. In addition, the fees in adjacent districts were comparable to each other, reducing the need for having more service areas. These results were presented to the Steering Committee for discussion. Based on the evaluation, the project team selected the concept with eight transportation service areas (TSAs) for the recommended program. Using fewer service areas meets the need for proportional impact assessments, while keeping the program simpler to implement and administer.

Recommended Service Areas

Figure 3 shows the eight service areas recommended for the TIF program. As noted above, the incorporated cities and Lummi Reservation lands are not included in any service area. The actual TSA boundaries are incorporated into a layer of the County's GIS system based on aggregations of the WCOG travel demand model TAZs. These are described as follows:

- Service Area 1 – includes the Birch Bay and Blaine UGAs and surrounding rural areas.
- Service Area 2 – includes Lummi Island and the unincorporated areas west of Ferndale and between Ferndale and Bellingham.
- Service Area 3 – includes the travel shed on either side of the Guide Meridian from the Canadian Border to Bellingham.
- Service Area 4 – includes the area in the I-5 corridor south of Bellingham to Skagit County.
- Service Area 5 – includes southwest Whatcom County (west of the mountains) which is largely rural and traffic patterns focus on SR 9 connecting to SR 542.
- Service Area 6 – includes northeast Whatcom County (west of the mountains) served by SR 542, SR 544, SR 546, and SR 9.
- Service Area 7 – includes the primarily mountainous areas in east Whatcom County served by SR 542 to Mount Baker.
- Service Area 8 – includes the Point Roberts area.

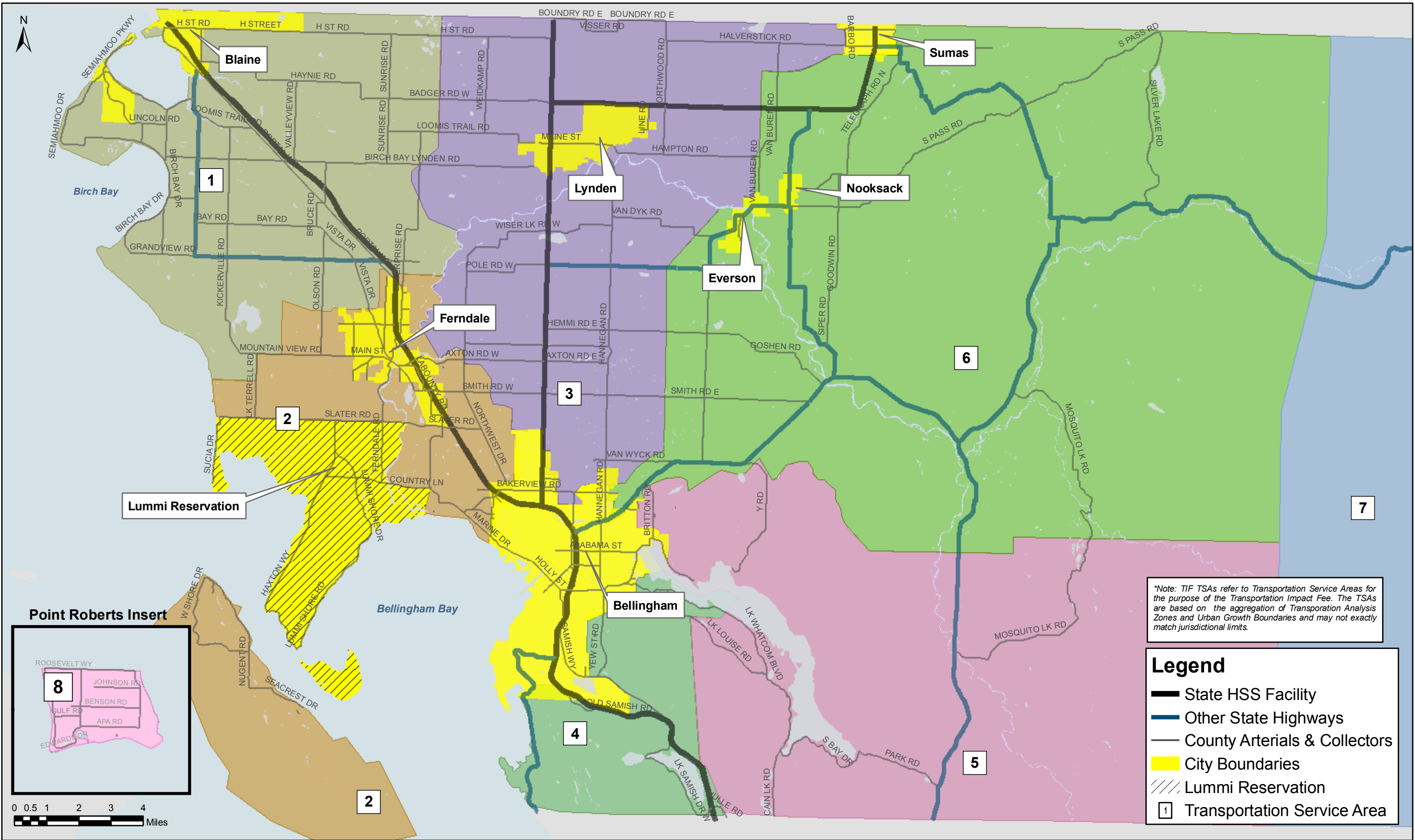


Figure 3: Recommended Transportation Service Areas
 Whatcom County Transportation Impact Fee Program



Calculating the Base Transportation Impact Fees

The base transportation impact fee is the rate that the County would charge each new Weekday PM peak hour trip. The weekday PM peak hour was selected because it typically represents the time period with the highest traffic volumes which is generally used to identify future transportation system needs to serve growth. The base fee is determined by applying the WCOG model to calculate growth trips and to allocate the responsibility for the costs of transportation improvements needed to serve growth. (Growth trips are simply the difference between forecast travel demands and existing travel demands.)

Defining Growth Trips for TIF

The base impact fees for each service area were calculated by defining growth trips and their travel patterns using the WCOG model. The model was used to separate the 2027 travel forecasts into four categories, as shown below.

	Origin or Destination Within Unincorporated Whatcom County	No Origin or Destination Within Unincorporated Whatcom County
Existing traffic	Not charged	Not charged
Growth traffic	IMPACT FEE	Not charged

The model was first used to separate growth trips from existing trips. This is a simple subtraction of the 2005 trip table (matrix) from the 2027 trip table.

The growth trips for each TAZ in the model were then summed into the eight TSAs, the cities/Lummi Reservation, and external zones (connectors to areas outside of Whatcom County). Appendix C summarizes the resulting number of growth trips and their connection with other TSAs. The proportional number of trips to/from each TSA, the cities, and externals is used to allocate the impact fee costs to each TSA, as described below.

Each growth trip has two trip ends – an origin and a destination. Table 2 summarizes the resulting PM peak hour growth trip ends. The modified WCOG model estimates almost 33,000 new trip ends (16,500 trips) will be generated between 2005 and 2027. Over one-half of these new PM peak hour trip ends will be new origins or destinations within the incorporated cities or the Lummi Reservation (based on existing city boundaries using model TAZs). Growth in unincorporated parts of Whatcom County (exclusive of the Lummi Reservation) account for 36 percent of the growth in PM peak hour trip ends. Most of these will occur in the designated currently unincorporated Urban Growth Areas (UGAs) for the cities or for unincorporated Whatcom County.

Table 2. Summary of PM Peak Growth Trip Ends (2005 - 2027)

	Number of Trips Ends	Percent of Total Trip Ends
Unincorporated County trip ends	11,945	36%
Cities and Lummi trip ends	18,074	55%
External trip ends	2,885	9%
Total trip ends	32,904	100%

Cost Allocation to Transportation Service Areas (TSA)

The cost of TIF-eligible projects was then allocated based on the number of growth trips. The model was used to identify the cost responsibility. The responsibility for each growth trip was assigned based on the following criteria:

- Growth trips with an origin in one unincorporated TSA and the destination in the same TSA were fully allocated to that TSA
- Growth trips with an origin in one unincorporated TSA and a destination in a different unincorporated TSA were assigned one-half responsibility to the origin TSA and one-half to the destination TSA
- Growth trips with an origin or destination within an unincorporated County TSA and the other trip end to a city, Lummi Reservation, or external were assigned one-half to the TSA (the other half of the trip responsibility would not be charged for unless interlocal agreements were approved).
- Growth trips without an origin or destination within one of the unincorporated TSAs would have no trip responsibility because they do not involve development under Whatcom County’s authority. These could be growth trips between Lynden and Bellingham, Everson to Skagit County, or Seattle to Vancouver, B.C. (The County could request mitigation of impacts through SEPA for some of these trips.)

The TIF project costs within each TSA are then allocated to each TSA based on the proportional responsibilities, as defined above. This process results in TSAs that do not have TIF-projects within their boundaries, still having a share of the costs of projects in other TSAs. This reflects the relative benefit that growth in each TSA will gain from TIF-improvements throughout Whatcom County.

The total TIF improvement cost share for each TSA is divided by the growth trip ends within that TSA to calculate the base transportation impact fee. The base transportation impact fees for each TSA are the fees per new weekday PM peak hour trip generated with the TSA. These are converted to a cost per unit of development, as described in the next section.

Base Transportation Impact Fees by Service Area

The resulting base transportation impact fees for each new PM peak hour trip are summarized in Table 3 and Figure 4. The table shows the fees based on the recommended TIF program and the results if all of the TIF-eligible projects were included. If some or all of the TIF-eligible improvements recommended in the Birch Bay Subarea Transportation Plan are not adopted into the County’s Comprehensive Plan, the recommended base fees would need to be adjusted.

Table 3. Transportation Impact Fees Per New PM Peak Hour Growth Trip – Recommended Program and Potential Total Program

Transportation Service Area	Impact Fee per New PM Peak Hour Trip	
	Recommended Program	Potential Total Program
1. Birch Bay/Blaine	\$1,927	\$3,815
2. West of Ferndale/Lummi Island	\$2,417	\$4,462
3. Lynden/Guide Meridian Corridor	\$1,897	\$3,741
4. I-5 Corridor South of Bellingham	\$1,208	\$2,229
5. Southeast Whatcom County	\$1,954	\$3,491
6. Northeast Whatcom County	\$1,871	\$4,022
7. Mount Baker and East Whatcom County	\$1,258	\$3,043
8. Point Roberts	\$2,014	\$3,646
Simple Average Fee	\$1,818	\$3,556

The resulting fees for the recommended program range from \$1,208 to \$2,417 per new PM peak hour growth trip. The simple countywide average for the proposed program would be \$1,818 per new PM peak hour trip. If all of the potential impact fee eligible projects were included in the program, the fees per new PM peak hour trip would range from \$2,229 to \$4,462, with an average of \$3,556.

The proposed base TIF rate for TSAs 1, 3, 5, 6, and 8 for the recommended program are very similar ranging from \$1,871 to \$2,014. This indicates that the recommended program is relatively balanced throughout the County.

The lowest fees for the proposed program would be in TSAs 4 and 7. Many of the growth trips in TSA 4 connect to Bellingham or areas south of Whatcom County. This reduces the potential share of the costs of TIF-eligible improvements. TSA 7 covers the mountainous area of eastern Whatcom County. None of the TIF-eligible improvement projects are within TSA 7. However, the forecast growth trips connect to trip ends within other unincorporated TSAs which have TIF improvements that provide a benefit to the trip. This results in a TIF rate in the lower tier for the program, reflecting the relative benefit that growth within TSA 7 receives from the TIF projects throughout Whatcom County.

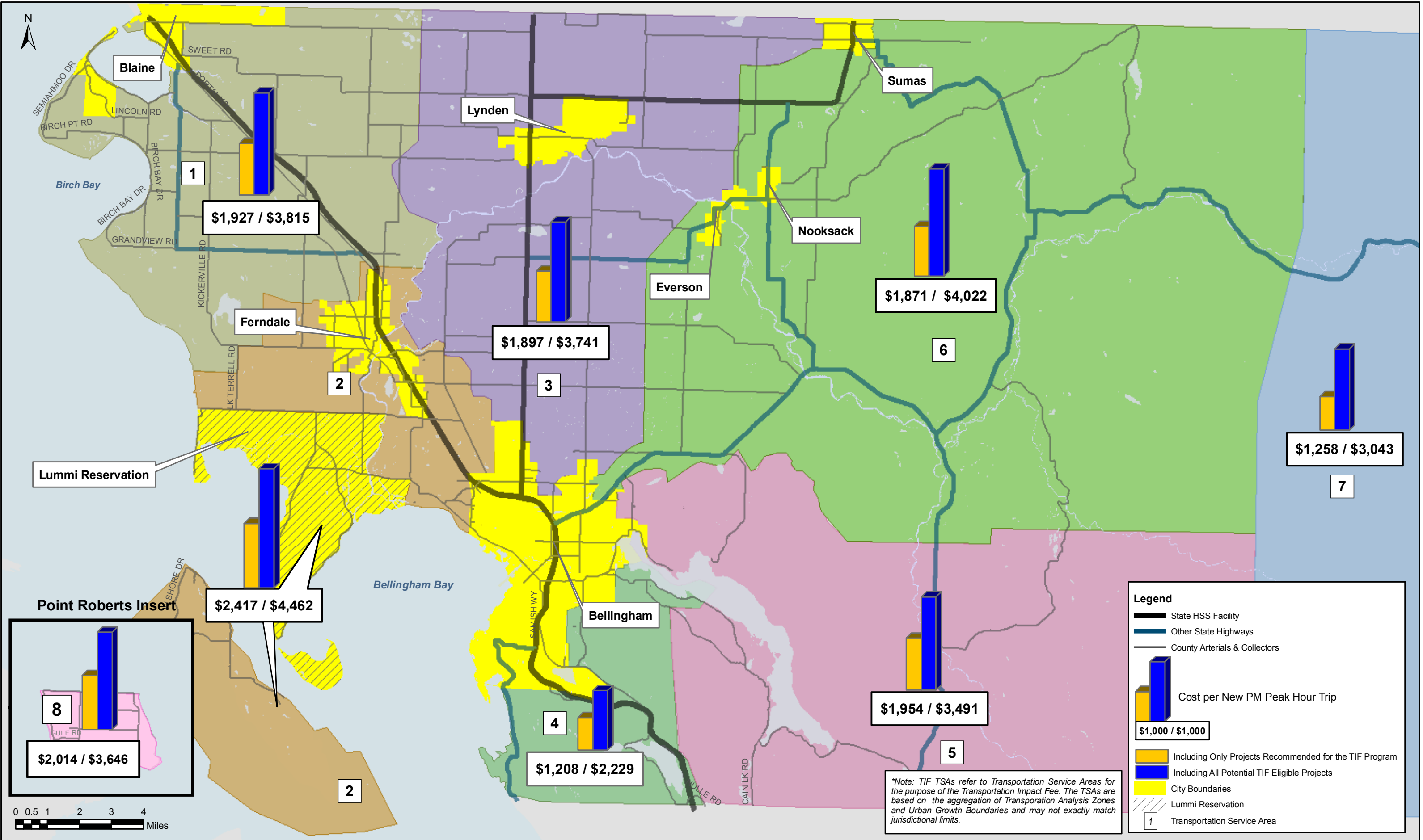


Figure 4: Base Transportation Impact Fees per New PM Peak Hour Growth Trip for Recommended & Potential Total Program

Whatcom County Transportation Impact Fee Program



The proposed highest base TIF rate of \$2,417 is for TSA 2 which is the area south and west of Ferndale. TSA 2 also includes Lummi Island. This area has several growth-related improvements included in the recommended TIF program. In addition, there is a significant amount of trip connections with the Birch Bay/Blaine (TSA #1) Guide Meridian (TSA #3) traffic sheds which also have several TIF improvements. When the cost shares are divided by the relatively low total number of growth trips in this largely rural area, the resulting fees are above those in other parts of the County. Other TSAs have a higher total cost responsibility but have more growth trips to spread the costs to.

Preparing the Fee Schedules

The resulting base transportation impact fees per new weekday PM peak hour growth trip were converted to a schedule of fees by land use category. This facilitates calculation of the fee by applicants, County staff, and the public. Residential and employment land uses generate trips during the weekday PM peak hour based on the type and size of the development. The basic trip rates are adjusted to reflect the impact of “new” trips and the relative length of the trips, as described below. As noted before, the weekday PM peak hour typically has the highest volume of traffic which is used to define the future improvements needed to serve growth.

Base Trip Rate

Trip Generation, Institute of Transportation Engineers (ITE), 7th Edition, 2003 provides data on the average PM peak hour trips generated for a wide range of land uses. The weekday PM peak hour trip rate is used because it is consistent with the modeling analysis of growth trips. The ITE rates are based on studies from around the United States based on standardized sampling and reporting methods. The trip rates are defined based on units of development. Typically, trips for residential land uses are based on the number of dwelling units. Trip rates for employment land uses can be reported for several different variables, with the most typical being trips per 1,000 square feet of building area.

As noted later in this report, the TIF ordinance provides for applicants to submit their own independent studies to reflect unique characteristics that may not be accurately reflected by the average trip rates reported in *Trip Generation*. This provides for a more consistent and equitable assessment of impact fees within Whatcom County.

Pass-by Trip Adjustment

The base PM peak hour trip rate reported by *Trip Generation* reflects the number of trips entering and exiting the site driveways during the weekday afternoon time period. *Trip Generation* notes that for some retail and other commercial land uses, not all of the driveway trips are “new” to the road system, but are “pass-by” trips. Pass-by trips reflect traffic that would otherwise be traveling on the adjacent street system but makes an intermediate stop at the new development. A person making a trip between work and home but stops at a gas station along the route, is an example of a pass-by trip. The inbound and outbound trips at the gas station would not be new trips to the system and should not be charged in the TIF. If the driver needs to make a short detour to access the gas station, the trip would be called a diverted trip by *Trip Generation*. For purposes of the broader transportation impacts being

assessed under the TIF, these diverted trips also would not be new to the system and would not be charged for in the fee schedule. Therefore, the rate schedule applies an adjustment to account for the reduction of traffic impacts to account for pass-by trips.

Trip Generation provides guidance on adjustments for pass-by trips. In addition, the Whatcom County TIF rate schedule reviewed pass-by adjustment factors identified by other agencies. Applying the adjustment for pass-by trips results in the net-new trips for the TIF schedule. The base trip generation for residential and many other land use categories were not adjusted for pass-by trips and the full base trip rate is applied in the rate schedule.

Trip Length Adjustment

Trips from different land uses impact the transportation system to different degrees based on the length of the trip. A trip to the neighborhood grocery store would typically be shorter than a trip to/from work. Therefore, the trip to/from a new grocery store would typically have less overall impact on the County's road system than the longer work trip to/from a new office building.

A trip length adjustment factor was applied to the net-new PM peak hour rate to account for the relative impacts of different land uses. The basis for the trip length data is a study from Florida¹ as documented in the *Pierce County Traffic Impact Fee Rate Study*, Mirai and Henderson Young & Company for Pierce County, September 30, 2005. The Florida data provides a ratio of average trip lengths for different land uses to the overall average trip length.

The average trip length within Whatcom County will vary based on TSA. However, use of the ratio of average trip lengths provides a simple and consistent basis for the impact fee schedules.

The rate schedules include an adjustment factor based on the ratio of the trip length by land use to the overall average trip length. Based on the Florida data, the average trip length for a single-family house is 5 percent longer than the average trip length. Therefore, an adjustment factor of 1.05 is applied to calculate the fee. Trip lengths for fast food restaurants are typically much shorter than those from single-family residents. The Florida data reported that trip lengths for fast food restaurants would be 28 percent of the overall average trip length. This 28 percent factor is applied in calculating the impact fee schedule.

Resulting Impact Fee Schedules

For each TSA, a recommended transportation impact fee schedule was prepared for a wide range of typical land uses. The rate schedules were calculated as follows:

TSA Transportation Impact Fee Rate = Base Cost per New PM Peak Hour Trip x Base Trip Rate per Unit of Development x Pass-by Trip Adjustment Factor x Trip Length Adjustment Factor

¹ Tindale-Oliver and Associates, Inc., *Lake County Transportation Impact Fee Study – Final Report*, December 2001.

Table 4 shows the adjustment factors and resulting impact fees for several typical land use types for each TSA. These are also shown on Figure 5. Appendix D includes the full rate schedules for a broader list of land use categories for each TSA.

Table 4. Resulting Recommended Transportation Traffic Impact Fee per Unit Development

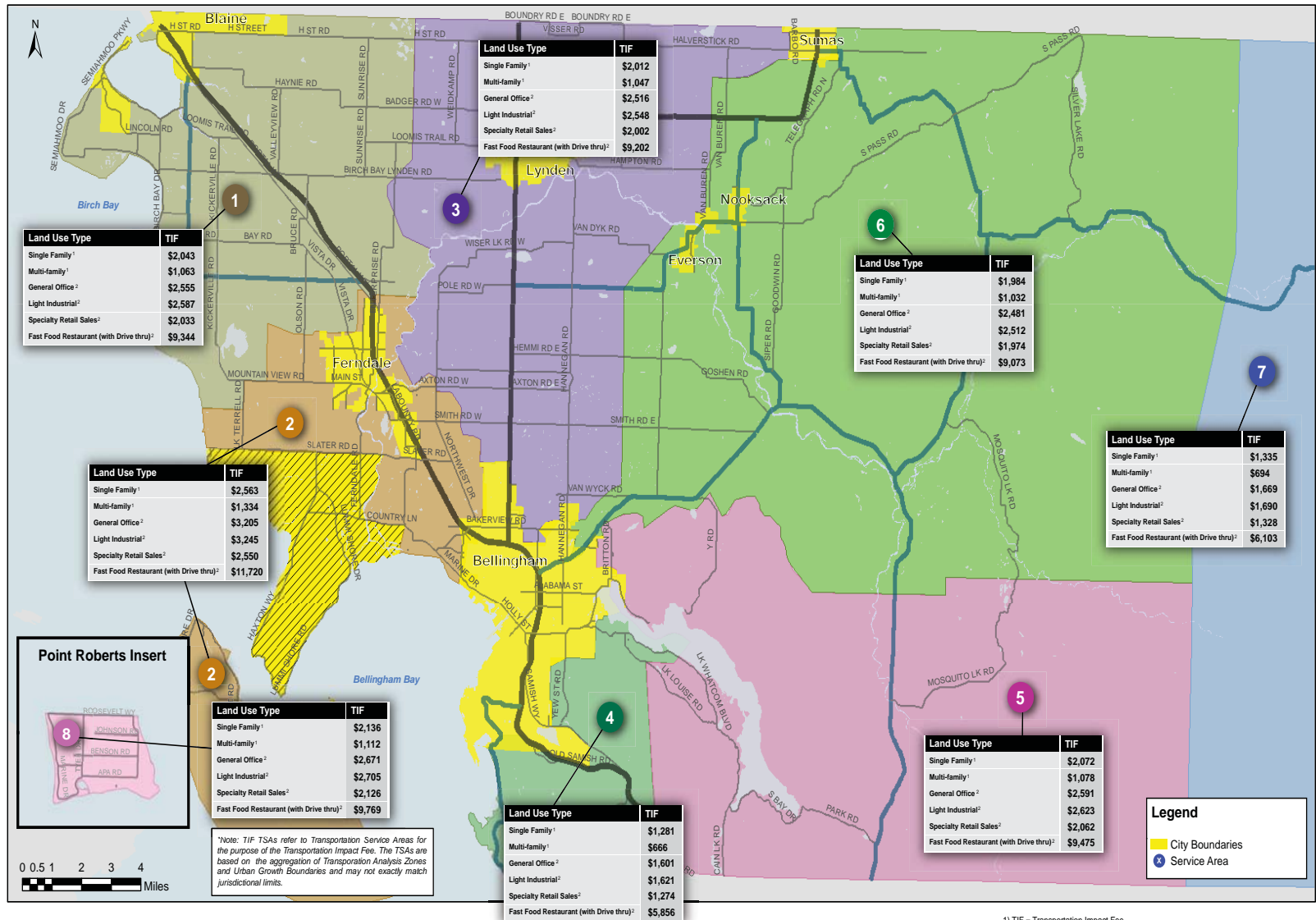
	Land Use Category							
	Single - Family	Multi-Family	General Office	Light Industrial	Specialty Retail	Free Standing Discount Superstore	Fast Food Restaurant (with drive thru)	
Unit	DU	DU	1 ksf ²	1 ksf	1 ksf	1 ksf	1 ksf	
Base Trip Generation Rate	1.010	0.620	1.490	0.980	2.710	3.870	34.640	
Pass-by Adjustment Factor	100%	100%	100%	100%	66%	72%	50%	
"New" Trip Rate	1.010	0.620	1.490	0.980	1.789	2.786	17.320	
Trip Length Adjustment Factor	1.050	0.890	0.890	1.370	0.590	0.380	0.280	
Total Adjustment Factor	1.061	0.552	1.326	1.343	1.055	1.059	4.850	
TSA #	Base Rate per New Trip	Resulting Impact Fee Per Unit						
TSA #1	\$ 1,927	\$ 2,043	\$ 1,063	\$ 2,555	\$ 2,587	\$ 2,033	\$ 2,040	\$ 9,344
TSA #2	\$ 2,417	\$ 2,563	\$ 1,334	\$ 3,205	\$ 3,245	\$ 2,550	\$ 2,559	\$ 11,720
TSA #3	\$ 1,897	\$ 2,012	\$ 1,047	\$ 2,516	\$ 2,548	\$ 2,002	\$ 2,009	\$ 9,202
TSA #4	\$ 1,208	\$ 1,281	\$ 666	\$ 1,601	\$ 1,621	\$ 1,274	\$ 1,279	\$ 5,856
TSA #5	\$ 1,954	\$ 2,072	\$ 1,078	\$ 2,591	\$ 2,623	\$ 2,062	\$ 2,069	\$ 9,475
TSA #6	\$ 1,871	\$ 1,984	\$ 1,032	\$ 2,481	\$ 2,512	\$ 1,974	\$ 1,981	\$ 9,073
TSA #7	\$ 1,258	\$ 1,335	\$ 694	\$ 1,669	\$ 1,690	\$ 1,328	\$ 1,333	\$ 6,103
TSA #8	\$ 2,014	\$ 2,136	\$ 1,112	\$ 2,671	\$ 2,705	\$ 2,126	\$ 2,133	\$ 9,769

1. DU = dwelling unit
2. ksf = 1,000 square feet of development

The impact fee assessed for a specific development would simply be calculated by multiplying the number of units by the rate per unit for the corresponding TSA.

(Total Transportation Impact Fee = Number of Units x TSA Impact Fee per Unit)

For non-residential developments shown in Table 4, the units should be converted to 1,000s of square feet.



1) TIF = Transportation Impact Fee
du = dwelling unit
2) per 1,000 gross square feet of development



Figure 5: Recommended Transportation Impact Fees for Typical Land Uses by Transportation Service Area
Whatcom County Transportation Impact Fee Program



Revenues

The above described the methodology and results for developing the Whatcom County transportation impact fee program and recommended rates. The County will not likely collect the full fees in the program due to legislative and policy direction. Those include:

- Credits
- Exemptions
- Annexations and Incorporations
- Refunds

Credits

As required under GMA, Whatcom County must provide credits for the “value of any dedication of land for, improvement to, or new construction of any system improvements provided by the developed, 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” (RCW 82.02.060[3]).

The credits provision is to assure that a development is not assessed twice for a specific impact. This could occur if the County requires frontage improvements be constructed which are also part of the adopted TIF program project list. The County also could require that a development improve an intersection or roadway under SEPA or concurrency that is also covered by the TIF. Credits against the TIF would have to be provided to the extent that the improvements and/or land use dedication are consistent with the definition of the TIF project and the cost estimating parameters used in the TIF.

Providing credits to applicants against the TIF assessments will reduce the actual TIF revenues collected by Whatcom County. However, the net affect will be completion of the TIF improvements in a timely manner.

Exemptions

GMA allows Whatcom County to provide for exemptions from the impact fees for development activities that have a broad public purpose (RCW 82.02.060[2]). These broad public purposes could include low-income housing, parks, schools, government buildings, fire or water district facilities, transit facilities, etc.

If Whatcom County chooses to allow for exemptions for some uses providing broad public purposes, the County will collect less revenue from the program. This loss of revenue would need to be paid from other (non-impact fee) funds. This could be grants, general funds, or other appropriate taxes.

Annexations and Incorporations

The TIF program was set up based on the City boundaries used in defining the 2005 WCOG model. As areas are annexed into existing cities or incorporate into new cities, the County could lose revenues generated by the TIF. This would leave the County with a higher percentage of the costs for the TIF system improvements.

One way to off-set this impact is to require payment of the Whatcom County TIF as a condition of the annexation or incorporation, or for the other agency to take on the responsibility for some of the impact fee projects. This should be considered as a policy in future updates of the County's Comprehensive Plan and should be reflected in the impact fee ordinance.

If the responsibility for the cost of system improvements identified in the County's TIF program is shifted to a different jurisdiction, the County would need to update its TIF program to reflect that change.

Refunds

RCW 82.02.080 sets forth requirements for Whatcom County to provide refunds for previously collected TIF revenues. First, if the County fails to expend or encumber the fees within six years, the fees may need to be refunded to the current owner of the property for which the fees were paid. This is not typically an issue because the fees can be spent on design, right of way acquisition, and construction of projects included in the TIF program. The property owner must submit the request in writing to the County.

If the County terminated "any or all impact fee requirements" any unexpended or unencumbered fees must be refunded to the current owners of property on which an impact fee has been paid. In order to reduce the potential need for refunds, Whatcom County's recommended TIF program includes only the highest priority improvements which are most likely to be funded and constructed.

The third provision for refunds would be applied when the fees for a proposed development were paid but the development does not proceed to construction. The applicant may request a full refund, with interest, for these fees because the impact that was mitigated did not materialize.

Any of these refund provisions could reduce the actual fees generated by the program.

Updating the Fee Program

The proposed ordinance for the Whatcom County Transportation Impact Fee program includes an annual escalation factor. This reduces the need to update the actual program each year. The adjustment factor will be defined as the transportation impact fee ordinance is prepared and reviewed.

Over time, the actual costs for the system improvements included in the TIF program will exceed the cost escalation factor. This could provide the rationale for a formal, systematic update of the TIF program. Significant changes to the Land Use Plan or Transportation Improvement Plans in the County's Comprehensive Plan also would likely result in a need to formally update the TIF program.

As part of a future major systematic update of the TIF program, it is recommended that Whatcom County work with WCOG to update its travel forecasting model. This would include reviewing and refining land use forecasts, providing a more detailed zone structure for high growth areas, reviewing transportation improvement needs and costs, and updating the cost allocation processes.

Appendix A: Steering Committee
Meeting Summaries

**Whatcom County
Transportation Concurrency Management and Impact Fee Programs
Project Steering Committee
Meeting Summary**

Meeting date: March 6, 2007, 5:30 p.m. – 7:30 p.m.

Location: Whatcom County Northwest Annex – 5280 Northwest Drive, Bellingham, WA

Attendees:

Steering Committee:

- Michael Abendhoff, BP
- Rick Nicholson, Whatcom Transit Authority
- Rick Gantman, Mt. Baker School District
- Gary Gehling, East County Foothills
- Blair Murray, Trillium
- Doralee Booth, Birch Bay Steering Committee
- Tim Hostetler, WSDOT – Mt. Baker Area

Project Team:

- John Everett, Whatcom County
- Larry Toedtli, The Transpo Group
- Kristine Edens, Envirolssues

**Welcome and
Introductions**

Kristine Edens, Envirolssues, welcomed the group on behalf of the project team. She asked each attendee to introduce themselves and share what organization they are representing, where they are originally from, an interesting fact about themselves, and their main interest or goal for the committee.

Kristine then briefly reviewed the agenda for the meeting. The purposes of the meeting is to learn more about each other's interest in the project, define the role of concurrency and impact fees in development review, discuss potential objectives and identify policy issues with each program, answer the committee's questions, and to set the schedule for future committee meetings.

Kristine also went over the expectations for conduct at each steering committee and asked the group if they had any comments, changes or additions to the expectations. The group did make a few clarifications and additions. The final list of meeting expectations are as follows:

- Raise your hand to ask questions or make a comment.
- Save questions or comments until a designated question/answer time, unless it is a clarifying question about the information being presented.
- All committee members will have an opportunity to speak.
- The facilitator will keep time and the group will stay on task and follow the agenda.
- Conflicting opinions are a part of this process and members do not need to defend their point of view.
- Cell phones and other electronic devices will be silenced during meetings and only answered in a personal emergency or because of professional obligations.
- The facilitator can "table" discussions to keep the group on task and on time.

- Homework assigned to the project team or committee members will be complete before meetings and the project team will provide ample review time prior to meetings to complete any committee assignments.

Purpose Goals and Expectations of Program and Committee

John Everett, Whatcom County, thanked the committee members for their time and willingness to participate in Whatcom County's efforts to update their concurrency management program and develop an impact fee program. He explained the purpose of the steering committee which is to provide feedback to the project team as it moves forward with the development of these two programs and to help the County better understand the implications of different policy decisions for each interest at the table.

Overview of Concurrency Program Development

Larry Toedtli, The Transpo Group, provided an overview of transportation concurrency and its relationship to the Growth Management Act (GMA), level of service (LOS) standards, and the development review process. He also explained that there is an interim transportation concurrency program in place for Whatcom County that will be replaced by the result of this project.

Larry reviewed the steps the project team will take to develop the new transportation concurrency program, including the development of the program objectives and framework and defining the level of service standards and methodologies.

Larry provided a list of preliminary concurrency program objectives for the committee members to review. He then asked the committee if they had any reactions to this preliminary list and/or additions to it (*responses shown in italics*):

- How much weight will be given to different types of travel? Multi-modal travel vs. travel by car?
- The development in east county is quite spread out and there may be different objectives for concurrency and different LOS standards in different areas of the county.
- Safety is a major priority in some areas, regardless of capacity and concurrency. This should be a major focus of the program.
- Seasonal populations, and as a result seasonal traffic, should be considered.
- WSDOT does not have control over land use and WSDOT must react to local development. When local comprehensive plans call out their objectives, this helps WSDOT identify and find funding for projects needed to address congestion without the usually necessary safety warrants.
- Should we assume the current high level of car use as it is today, or think of a mode shift? If we do consider a mode shift, what amount will we assume will shift?
- Are we locked into the definition of a "failing" facility, if the facility only fails during a peak hour or period?
- We should be in favor of working toward a mode change for travel. But, is it realistic to promote mode change through a concurrency program?
- What influence do we have on land use? For example, we may want to consider advocating for more small town commercial zones in order to reduce the need to drive long distances for services or errands.
- Tying concurrency to land use planning is important.

- We should clarify how projects get on or are removed from the current capital improvement lists for the County.

Larry then explained the next steps that the project team will follow to establish the framework for the concurrency program and to define the level of service standards and methods. The final step will be to implement the concurrency strategy and process, including replacing the interim concurrency ordinance currently in place.

Larry then asked for any final questions or comments on concurrency (*responses shown in italics*):

- From the project team's experience with concurrency, have they found that jurisdictions that have strict concurrency programs lose developers? Is there a "leap-frog" affect? *Impact fees may discourage developers but this is not as much the case with concurrency. Specific areas may not be "available" because the concurrency program will not allow more growth in that area, but other areas of the County will likely be "available" for development.*
- *In Seattle, you can not fail the city LOS standards (which dictate concurrency), because Seattle allows over-capacity. However, Seattle uses SEPA and other mitigation to accommodate for this growth.*
- What impact will changing the concurrency program and the LOS standards have on other County policies?

**Overview of
Transportation
Impact Fee
Program
Development**

Larry Toedtli, The Transpo Group, provided an overview of impact fees and its relationship to the Growth Management Act (GMA), level of service (LOS) standards, and the development review process. Under the GMA, impact fees are an optional element and they must be used to mitigate development impacts and can be used for system improvements.

Larry reviewed the steps the project team will take to develop the new transportation concurrency program, including the assessment of fee eligible projects and costs, identification of service areas, and the calculation of impact fees and rate schedules.

Larry provided a list of preliminary impact fee program objectives for the committee members to review. He then asked the committee if they had any reactions to this preliminary list and/or additions to it (*responses shown in italics*).

- There is no state legislation that allows WSDOT to implement impact fees. WSDOT can only use SEPA to mitigate for project impacts and is dependent on local jurisdictions to acquire and use fees for impacts due to a development.
- Impact fees can be pooled to pay for high priority and more expensive projects.
- How does one decide what impacts are addressed with fees or through SEPA?
- Are impact fees are tied to plat applications or building permits? *In many communities, the fees for residential improvements are tied to plat applications and fees for commercial improvements are tied to permit applications.*
- Are there different types of impact fees?
- Impact fees should be assessed based on the number of trips generated.

If an improvement is made to a facility, but that improvement does not increase the number of trips made to that facility, then an impact fee should not be assessed on that improvement. Impact fees should also be equitable between residential and commercial improvements.

- Will there be temporary trip impact fees assessed, such as on construction? *Temporary trips, as a part of a construction project, are typically dealt with through SEPA and temporary mitigation for those trips.*
- Are impact fees used to support multi-modal projects? If they are, it is important to determine whether this is feasible, as transit systems benefit in different ways from a one-time investment, such as a new transit station, or an ongoing investment to add and maintain a new transit route.
- We need to stay aware of other plans in the comprehensive plan and tie the impact fee program to those (Capital Improvement Programs, transit improvement plans, etc.)

Larry then explained the next steps the team will follow to establish the impact fee program, based on the objectives. He also explained how impact fees will be assessed based on the origin and destinations of the trip (using the WCOG model) and whether or not the trip is from existing or “growth” traffic. Larry also provided a chart to show how the impact fees of other cities and counties for comparison.

Larry then asked for any final questions or comments on impact fees (*responses shown in italics*):

- What percentage of real estate taxes go into transportation projects?

Integration of Concurrency and Transportation Impact Fee Programs

Larry then provided an overview of how the concurrency and impact fees are similar and different. Concurrency and impact fees both address transportation impacts of new development and are based on service standards. Both also work with other development review processes, such as SEPA. Both programs also focus on “system” not “project” transportation needs.

However, concurrency is a requirement under the GMA and impact fees are optional. Concurrency requires denial if not met and impact fees can only be used as a mitigation tool, not project denial. Impact fees are also related to a proportional impact of a development and can be pooled to fund improvements, where concurrency is either met or not met and is directly related to the potential traffic impact of a development project at one or more locations. Existing deficiencies also affect concurrency approval where impact fees can not be used to resolve existing deficiencies in the transportation system.

Larry then asked for any final questions or comments on the relationship between concurrency and impact fees (*responses shown in italics*):

- There is a large landscape of planning affected by the concurrency and impact fee programs. The committee should develop a matrix of plans and planning horizons that may be affected (CTAG, WTA, STP, bike/ped, etc.)

Next Steps and Action Items

- Kristine Edens will provide a brief summary of the meeting. The purpose of the summary will be to provide an overview of what was presented at the meeting and to document the committee’s questions and comments.

- John Everett will work with other agencies to develop a matrix of planning documents, with their planning horizons and update deadlines that may be affected by the concurrency and impact fee program development.
- Committee members will review the list of preliminary objectives for the concurrency and impact fee programs and identify their top two and their bottom two objectives for both programs. These objectives will be sent to the project team two weeks in advance of the next committee meeting.
- The project team will email electronic copies of the lists of objectives to the committee members
- Tim Hostetler will provide the project team with a list of Nickel-funded, TPA-funded and legislative-funded projects in the region.

Next Committee Meeting

Committee members decided that the first Thursday of the month worked well for meetings.

The next Project Steering Committee meeting was scheduled for Thursday, June 7th from 3:00 p.m. – 5:00 p.m. The meeting location is still to be determined.

**Whatcom County
Transportation Concurrency Management and Impact Fee Programs
Project Steering Committee
Meeting Summary**

Meeting date: June 7, 2007, 3:00 p.m. – 5:00 p.m.

Location: Whatcom County Courthouse, Conference Room 514 – 311 Grand Avenue,
Bellingham, WA

Attendees: **Steering Committee members in attendance:**

- Rick Gantman, Mt. Baker School District
- Gary Gehling, East County Foothills
- Blair Murray, Trillium
- Doralee Booth, Birch Bay Steering Committee
- Tim Hostetler, WSDOT – Mt. Baker Area

Project Team members in attendance:

- John Everett, Whatcom County
- Larry Toedtli, The Transpo Group
- Kristine Edens, EnviroIssues

**Welcome,
Introductions
and Agenda
Review**

Kristine Edens, EnviroIssues, welcomed the group on behalf of the project team. She asked John Everett to provide some opening remarks. John thanked the committee members for their continued participation. He also addressed the recent staff changes at the county, and said that the county is still committed to completing and implementing the concurrency management and impact fee programs on schedule.

Kristine reviewed the meeting expectations established at the last meeting, went over the agenda and explained the purpose of the meeting. The purpose of the meeting, and of the committee's participation in this process, is to share their ideas and opinions regarding policy decisions that need to be made related to both the concurrency management and impact fee programs. The focus of the evening's meeting was the concurrency program objectives.

Before moving on with the agenda, Larry Toedtli, The Transpo Group, asked if the committee had any initial questions or comments (*responses shown in italics*):

- What is the role of the committee? It seems like there are limited opportunities to discuss as a group, given the full agendas and the amount of discussion time at the last meeting. *The purpose of the committee is to provide the project team feedback on certain policy decisions that will need to be made related to the concurrency management and impact fee programs. Whatcom County wants to be responsive to the different interests and regions throughout the county. Therefore it is important for you to share your thoughts, preferences and priorities to help shape the programs as they are developed and implemented. It is not necessary that the committee reach consensus on any of the issues and different opinions are a part of this process.*
- The committee does need more time for brainstorming and discussion during the meetings. If the committee reviews the materials sent by the project team in advance of the meeting, the committee spend less time discussing the materials

at the meeting and more time discussing and exchanging ideas, when all parties are in the same room.

- Can we convene as a committee outside of the regularly scheduled meetings?
The project team encourages you to talk amongst yourselves between meetings and if you have thoughts before, after or between meetings, please share those with the project team by contacting John Everett by phone or email.

Recap of Last Meeting

Larry provided a brief recap of the last meeting. At the last meeting, the team provided an overview of concurrency as a required element of the Growth Management Act (GMA) and the steps that will be taken to develop a new concurrency management program to replace the county's current interim program. The team also provided an overview of impact fees and how they can be used as an optional element under the GMA to mitigate for impacts due to a development. The team also explained how concurrency management and impact fees interrelate and how each program can address "system" improvements, but are not applied for "project" improvements.

Concurrency Program Objectives

Larry had provided a list of concurrency program objectives for the committee members to review prior to the meeting via email. The list of objectives was based on the review of the County's Comprehensive Plan, discussions with County staff about the goals of the concurrency management program, and a study session with the Whatcom County Council. Along with each objective, the team provided a few discussion questions, to get the members thinking about potential tradeoffs between objectives, and the relative importance of these and other possible objectives for the concurrency management program.

Larry reviewed each objective, discussed different scenarios and examples related to each objective and then asked the committee for their comments, following the discussion questions provided for each proposed objective (*responses shown in italics*):

Legally defensible:

- The concurrency management program should have a broader purpose for the county and help implement a long-range vision for the transportation system.
- Concurrency for highways of statewide significance should involve negotiations between the state and local jurisdictions. *Yes, for example, SR 203 is a main street through the City of Duvall, but it is also a state route. The city did not want to see the roadway widened to four or five lanes, which could be required to meet concurrency standards for the city. WSDOT indicated that they did not have the funds to widen the highway and it would be a low priority for future funding. Other roadway and intersection improvements identified in their transportation plan and incorporated into their traffic impact fee program to help mitigate the impacts of growth on SR 203 without widening the roadway.*
- According to House Bill 1487, the 1998 Level of Service Bill, the level of service on highways of statewide significance is set by the state in consultation with local jurisdictions. Concurrency does not apply to highways of statewide significance.
- Allowing a developer to mitigate to pre-project conditions is a good idea, but at some point, safety could be compromised. *Intersection type improvements can work best for this kind of requirement.*
- Along Mt. Baker highway, spot improvements may cause drivers to pass on even more dangerous locations, where there may be more traffic and pedestrians. It may be best to use the "pre-project conditions" requirement in only urban areas, not rural areas.
- The county should match the concurrency program to the long-range vision.

Instead of implementing improvements project by project, or intersection by intersection, the program should support projects that build toward the long-range vision to address more than just roads, but also pedestrian improvements and/or transit improvements.

- If pre-project conditions are currently unacceptable, those conditions should be and need to be considered before a development is allowed to mitigate to pre-project conditions for their impacts.
- Mitigation should also include less-tangible investments such as increased enforcement for dangerous areas.
- It is unjust to require a developer to pay for more than pre-project conditions. Developers do agree that growth should pay for growth, but not more. A development should also not be denied if an area is waiting on the county or state to make an improvement to address poor pre-project conditions.
- If fees from a developer can be better used in combination with city, county or state funds, then it should be done where possible to mitigate to pre-project conditions and to address insufficiencies in pre-project conditions at the same time.
- Concurrency or SEPA should stop any new development project that may exacerbate poor pre-project conditions that already exist.
- A developer can not control when the county or state improves an existing bad situation. The developer is then put in a position of waiting for these improvements to be made before it can develop a piece of property already zoned for that use. Cities, counties or states need to plan for infrastructure to support their growth goals and land use policies.

Supports the County's Comprehensive Plan:

- Are transition areas not addressed by concurrency? *Yes, they are addressed but there are different standards in the county urban growth area (UGA) and the city UGA.*
- There is a UGA established in east Whatcom County. Development is expected to happen there in the near future, but there will be not be places these new residents to work. They will be commuting to other areas of the county to work. It is important to look at travel patterns based on land use, and how that is addressed in the concurrency management program.
- With gas prices going up and transit ridership going up, Whatcom County needs to think ahead about how to make transit options more appealing and more available as a part of the new programs.
- Should the basis for concurrency be measured during only the PM peak hour, or should other periods be used such as daily trips or even weekend congestion in some areas.
- In areas that the county would like to encourage growth, the concurrency program should allow more congestion.

Supports Alternative Travel Modes

- Many other communities are relying on transit and safety improvements to fulfill concurrency requirements. Most communities do not want policies that will encourage wider roads.
- As a developer, I would much prefer to see our impact fees go to transit. As gas gets more expensive and transit is more subsidized by development fees, the public should experience safer, less congested roads.
- The focus of the concurrency management program should be more on other modes of transportation than roads. Drivers do like the "winding" character of the Mt. Baker highway as it is, and most would not want a concurrency management program to call for the widening of that roadway.
- You just can't build your way out of everything.

- The main focus of the concurrency program should be alternative modes of transportation and improving safety.
- The Sound Transit Sounder train is a good forward-thinking example of an alternative transportation mode that really works. This kind of transportation network can drive land use and encourage developers and businesses will want to establish and invest.
- Whatcom County needs to use these programs to encourage the type of transportation system it want to see for our society in the future that does not support the status quo. The county needs to move toward a multi-modal system with increased safety that is more environmentally friendly.
- The county cannot count on commitments that are not already made, paid for or planned for. The county needs to bring the transit agencies on board with these ideas.
- Whatcom County is interested in moving people, not just cars.
- San Luis Obispo, Eugene and Portland all experience a high percentage of daily trips on bicycles or other forms of transit. The project team and the committee should pay attention to these successful examples and see how the county can plan for a similar system.

Tie to Transportation Improvement Program:

- Regardless of the types of modes required or supported by the concurrency management program, Whatcom County will need to make improvements. Let's make sure that the planned improvements are supported by the concurrency management program and that planned improvements support the policies outlined in concurrency management program.
- The more integrated the various planning efforts are in policy the better.
- The county should look at current road improvement plans as they exist today and make sure that planned improvements support the objectives of the future concurrency management program.

Easy to Understand and Administer:

- Safety is the number one priority. If the program is simple, but it doesn't protect people, then it is not a good policy.
- Predictability for applicants, in terms of how much the fee will be and what will be expected of them to meet the concurrency standards, is important.
- If the county tries to simplify the policy too much, it may create more problems in the long run. Concurrency is complicated and therefore the policies and programs will need to be somewhat complicated to accomplish the goal of the program.
- Will the burden of proof be placed on the developer, or on the county to verify that a development is concurrent?
- The program needs to clearly show how it fits into and supports the future vision of the county.
- There may be insufficient county resources to verify whether or not a development is concurrent and/or to administer a complicated program.
- It may be possible to use student resources at Western Washington University or other resources to help with this issue.

Program Examples and Relationship To Objectives

Larry provided a handout with a table showing different types of concurrency program structures, how each type of structure can meet the objectives discussed during the meeting, and the tradeoffs between the different objectives.

The types of program structures included:

- The current Adopted Whatcom County interim program
- Street Standards
- Multimodal Index
- Travel Time with Multimodal Adjustments
- Intersection Operations

**Transportation
Impact Fee
Program – What
projects will be
considered?**

Larry also provided a map of currently planned improvement projects that may be eligible for the impact fee program. The discussion at the next meeting will focus on the types of projects to include in the program and the objectives and tradeoffs for the impact fee program. The committee will be asked to provide the team feedback on whether or not state highways, sections of state highways, or intersections along state highways should be included in the program, and if city roads that serve county traffic should also be included. The map does not include all transportation projects that are currently planned by the county, WSDOT or other cities. Maintenance and projects that address environmental issues (such as fish passages) were not included because they will not likely be eligible for inclusion in the impact fee program.

The map provided at this meeting was intended to get the committee members thinking about the types and locations of improvements that should be considered for the impact fee program.

**Next Steps and
Action Items**

Kristine invited the members to the upcoming public open house on June 12th from 6:00 p.m. to 8:00 p.m. at the Birch Bay Bible Open House in Birch Bay. The purpose of the meeting is to provide a public forum to discuss areas where transportation improvements are needed and the types of projects that may be implemented and supported by the community in the Birch Bay UGA. Kristine also provided copies of the press release for the open house event for members to distribute to help advertise the meeting.

Action Items:

- Kristine Edens will provide a brief summary of the meeting. The purpose of the summary will be to provide an overview of what was presented at the meeting and to document the committee's questions and comments.
- Committee members will provide any follow up ideas from the meeting via email to John Everett.
- Larry Toedtli will make sure that all communities and urban growth areas in the county are represented on the project map distributed at the meeting, and on future maps developed for the project.
- John Everett will email the handouts distributed at the meeting to all committee members after the meeting for their records.
- John Everett will schedule the next committee meeting via email in the next couple of weeks, to maximize the number of members that can attend.

**Next Committee
Meeting**

John Everett will email the committee members to determine the date and time of the next meeting.

**Whatcom County
Transportation Concurrency Management and Impact Fee Programs
Project Steering Committee
Meeting Summary**

Meeting date: August 2, 2007, 3:00 p.m. – 5:00 p.m.

Location: Whatcom County Courthouse, Conference Room 514 – 311 Grand Avenue,
Bellingham, WA

Attendees: **Steering Committee members in attendance:**

- Rick Gantman, Mt. Baker School District
- Gary Gehling, East County Foothills
- Blair Murray, Trillium
- Doralee Booth, Birch Bay Steering Committee
- Tim Hostetler, WSDOT – Mt. Baker Area
- Becky Kelly, WTA

Project Team members in attendance:

- John Everett, Whatcom County
- Jon Pascal, The Transpo Group
- Patrick Lynch, The Transpo Group
- Kristine Edens, EnviroIssues

**Welcome,
Introductions
and Agenda
Review**

Kristine Edens, EnviroIssues, welcomed the group on behalf of the project team. She asked John Everett to provide some opening remarks. John thanked the committee members for their continued participation.

Kristine reviewed the meeting expectations established at the last meeting and went over the agenda. The meeting will include a review and discussion of the impact fee program objectives and a continued discussion on the concurrency program

**Transportation
Impact Fee
Program**

Jon Pascal, The Transpo Group, directed the group to the handout that was provided to each member at the meeting and via email for their review prior to the meeting. Jon provided a brief review of the transportation impact fee program and what role it plays in coordination with the State Environmental Policy Act (SEPA), developer requirements, and the concurrency management program. The main purpose of the transportation impact fee program is to provide one alternative way to help fund necessary transportation projects identified in the County's comprehensive plan. Transportation impact fees are an optional element under the Growth Management Act (GMA), unlike the concurrency management program which is required. Transportation impact fees can be used to fund projects throughout the County and do not need to specifically relate to a specific development; although they reasonably relate to the impacts of new development. Specific projects related to the impacts from a development are typically not funded by impact fees and are usually funded through SEPA mitigation requirements.

Jon then reviewed the types of improvements that can be funded in part by the impact fees. Projects identified in the County's Capital Facilities Plan (CFP) can be funded if

they are needed to serve new growth, not just resolve existing deficiencies, are necessary to meet the level of service (LOS) standards set by the County, and are not maintenance or retrofit projects. WSDOT projects can also be funded by transportation impact fees if they are important to the County's transportation system and an agreement is in place between the County and WSDOT to fund these projects. WSDOT projects can also be funded through SEPA. Local improvements can also be funded by the impact fees if an interlocal agreement is in place between the local jurisdiction and the County on funding and LOS standards.

Jon encouraged the committee to offer their comments and questions during his presentation (*responses shown in italics*):

- Where are the impact fees spent? *The impact fees collected can be used collectively to fund the identified projects throughout the County.*
- It will be important for the committee to have input on the types of projects to include in the impact fee program.
- What portion of County assessed taxes goes towards transportation projects? *The County needs to make sure it is not double billing for the same projects. An exemption to pay the impact fee should be given for development foregone on a property. It is important not to encourage development through the impact fee program. Impact fees are not assessed until a proposal for a project is submitted to the County and approved.*
- Impact fees only pay for a portion of a project? *Yes, impact fees can be established to pay for a percentage of the identified capital improvement projects. Other funding sources are typically necessary to fund the remaining cost of those projects. Impact fees are also established based on what is achievable to receive from other funding sources to ensure that the combination of funds will cover the cost of necessary projects.*
- Whatcom County needs to be able to show where the impact fees are spent and how those projects are reasonably related to growth in the County. Otherwise, they may need to pay the fees assessed back, plus the interest earned on those fees. *The impact fee program will address this.*
- At the end of a comprehensive plan cycle, and all projects identified are completed, does that mean the County can not charge any additional impact fees. *Yes, in theory, but this situation will never arise if the County is diligent about updating the comprehensive plan and project list. They will also need to adjust the impact fees assessed based on these updates as well.*
- Can County assessed impact fees pay for state highway projects? *Yes, if an agreement is established between WSDOT and the County.*
- Can you include projects that were built prior to the establishment of the impact fee program that were built to address growth or that were completed in anticipation of a deficiency? *Yes, this is not common but it is allowed.*
- There are projects identified in Whatcom County that will undoubtedly serve local development. Can the County charge impact fees on local growth that will use these County roadways? *You can only charge for growth occurring in Whatcom County, unless you engage in an interlocal agreement with a local jurisdiction to use some of their impact fees assessed on local growth to pay for County roads, and vice versa.*
- Impact fee zones seem to only encourage growth to areas where the impact fees are set at a lower price. *Yes, that may be true. However, if the impact fees are too high, growth may need to go elsewhere where there is better infrastructure in place to accommodate that growth.*
- Can or will there be areas that do not have an impact fee assigned to them? *There may be areas such as service areas that do not currently have anticipated growth, but growth is allowed there. For example, some forest zones do allow*

- some residential development.
- Can the County use impact fees for transit improvements such as park and rides?
- If an area is developed in a way that reduces the need for car trips, can the County credit the developer for that or reduce their impact fee?
- The committee wants to see an innovative program that looks at creative solutions to address growth. It does not want to see a concurrency management or impact fee program that only promotes road building to address growth.
- In some areas, a subsidy or waiver is given to desired uses such as low-income housing. The County could do something similar to promote other uses or improvements that it wants such as low-impact development or developments that follow the urban village idea and reduces the number of necessary trips.
- The County may want to consider an interlocal agreement with WTA that allows the County's impact fees to pay for transit improvements.
- Birch Bay is interested in the multi-modal concept. The community needs to preserve the natural areas it has and the community is interested in investing in multi-modal system now before all of these environmental amenities are lost.
- WSDOT projects can be funded by County fees if an interlocal agreement is established. This agreement does not exist now and WSDOT must currently use SEPA to fund projects in the County.
- There are very few County roads in East Whatcom County. Most of this area is served by state routes. It is important for Whatcom County to work with WSDOT to make improvements in East County.
- The team should look into innovative ways to fund roads and transit projects with impact fees or other sources of revenue that allow the County to make the appropriate types of investments in areas that would be served better by roads or by transit improvements.

Jon then provided an overview of the next steps for the transportation impact fee program. The project team will finalize a draft concept for the program, based on the feedback received today. It will also finalize a draft project list of projects to be included in the fee program. The team will then define the impact fee cost share, review other funding options, evaluate the idea of impact fee areas or zones and develop preliminary fee rates for the County.

**Concurrency
Program
Discussion**

Patrick Lynch, The Transpo Group, provided a brief review of the concurrency management program and what role it plays in coordination with the State Environmental Policy Act (SEPA), developer requirements, and the transportation impact fee program. The main purpose of concurrency management program is to define the adequacy of transportation services and the timing of necessary improvements to ensure that the transportation infrastructure "keeps up" with development. Concurrency management programs are required under the GMA and an area is deemed concurrent if there are adequate transportation facilities to serve growth within six years. Concurrency is measured with LOS standards and developments can be prohibited if the LOS drops below the standards with the development.

Patrick then reviewed the concurrency management program objectives that were based on the discussion from the previous committee meeting, which call for a program that is:

- Legally defensible
- Support Whatcom County's Comprehensive Plan land use and transportation objectives
- Reflects alternatives transportation modes
- Supports implementation of transportation system improvements in conjunction with County funding programs, SEPA, impact fees (if adopted), and frontage

- improvements
- Balances resources with overall program objectives

Patrick also reviewed the preliminary concepts for the concurrency program that

- Considers travel time and speed on major corridors
- Builds from the existing interim concurrency program which is based on roadway volume-to-capacity (v/c) ratio
- Is based on traffic generated by a development, not a plan-based system that is independent of traffic due to a specific development
- Includes County arterials and collectors
- Includes state highways of regional significance but not state highways of statewide significance
- Places importance on the functional class of a roadway to set standards
- Addresses intersection operations and safety through SEPA, while allowing a way to address safety issues to determine the adequacy of a system
- Uses PM peak hour for analysis
- Incorporates measures of pedestrian and bicycle facilities needed to serve a development
- Accounts for availability of transit and transportation demand management programs (if measurable) for urban developments
- Allows for mitigation

Patrick encouraged the committee to offer their comments and questions during his presentation (*responses shown in italics*):

- What is the definition of an arterial? *The classification of a road is determined by many factors. There is a hierarchy to the roadway network. Arterials are typically connected to collector roads which are connected to local roads. Arterials can also carry and are expected to carry a higher volume of trips per day.*
- It is important to look at how the system is functioning when determining concurrency.
- If intersection operations are only addressed through SEPA, then if an intersection is unsafe or the LOS standard is not met, can the County still allow development under the concurrency program? *The travel time measure should pick up on or include whether or not an intersection is not functioning well within the system. If the travel time measured does not meet the standard set by the County, then development would not be allowed.*
- No other agency has successfully incorporated multi-modal concepts into their concurrency management program. This is mostly due to how the GMA was originally written and it may need to be revised to follow this new emphasis on and desire for multi-modal transportation networks.
- The County needs an innovative plan.
- The challenge is to define standards for multi-modal travel and ways to measure how those forms of transportation affect the network and accommodate for growth.
- Local plans must call for main bicycle or pedestrian corridors in order for those projects to be even considered in the concurrency or impact fee programs. This is an important first step. Tightening local comprehensive plan language to call for multi-modal transportation networks is also important.
- The concurrency management program should not preclude or make implementing a multi-modal network more difficult. If anything it should shift towards encouraging multi-modal travel. The committee does recognize that there may need to be a combination of policies that call for this future vision, and the concurrency management program may not be able to do it all. However, the concurrency management program needs to encourage multi-modal travel where

possible.

**Next Steps and
Action Items**

Action Items:

- Kristine Edens will provide a brief summary of the meeting. The purpose of the summary will be to provide an overview of what was presented at the meeting and to document the committee's questions and comments.
- Committee members will provide any follow up ideas from the meeting via email to John Everett.
- John Everett will look into what portion of County assessed property taxes goes towards funding transportation improvements (not including maintenance).
- Jon Pascal and Patrick Lynch will check to see if impact fees can or ever have been used to pay for transit improvements such as park and rides.
- John Everett will email the handouts distributed at the meeting to all committee members after the meeting for their records.
- John Everett will confirm the next committee meeting date, location and time.

A tentative date of October 4th from 3:00 – 5:00 p.m. was set for the next committee meeting. John Everett will confirm the next committee meeting via email in the next couple of weeks.

**Whatcom County
Transportation Concurrency Management and Impact Fee Programs
Project Steering Committee
Meeting Summary**

Meeting date: October 18, 2007, 3:00 p.m. – 5:00 p.m.

Location: Whatcom County Courthouse, Conference Room 514 – 311 Grand Avenue,
Bellingham, WA

Attendees: **Steering Committee members in attendance:**

- Elizabeth Sjostrom, WSDOT
- Roland Storme, WSDOT
- Blair Murray, ThinkWell Development
- Rick Gantman, Mt. Baker School District
- Gary Gehling, East County Foothills
- Doralee Booth, Birch Bay Steering Committee

Project Team members in attendance:

- John Everett, Whatcom County
- Larry Toedtli, The Transpo Group
- Jamal El Zarif, The Transpo Group
- Kristine Edens, EnviroIssues

**Welcome,
Introductions
and Agenda
Review**

Kristine Edens, EnviroIssues, welcomed the group on behalf of the project team. She reviewed the meeting expectations established at the first committee meeting and went over the agenda. The meeting will include a discussion on how the impact fee and concurrency programs relate to the development review process. The team will also provide an overview of the impact fee and concurrency program concepts and approaches to date.

**Transportation
Impact Fee and
Concurrency
Program –
Relationship to
Development
Review**

Larry Toedtli, The Transpo Group, directed the group to the handout labeled “Whatcom County Transportation Concurrency and Impact Fee Programs: Relationship to Development Review Elements.” He reminded the group that there are four development review elements, including the SEPA review process, site specific development permit requirements, concurrency review, and transportation impact fees. Larry provided an overview of how a development would be reviewed for concurrency within the proposed program and how traffic impact fees would be assessed if approved. He also noted that the handout explained how various transportation elements are covered if they are not directly reviewed in the concurrency or impact fee processes.

Larry encouraged the committee to offer their comments and questions during his presentation (*responses shown in italics*):

- Will the concurrency review process be used for every proposed development?
Yes, if the concurrency test is triggered, the project will be reviewed for concurrency and assessed impact fees if applicable. The county will determine what will trigger the concurrency test. It may be the number of trips expected to be generated by the development or another measure.

**Transportation
Impact Fee
Program
Concept**

Jamal El Zarif, The Transpo Group, provided a brief review of the transportation impact fee program, what transportation projects would or could be included, and how the fees would be calculated for each development. He directed the group to reference the handout labeled "Whatcom County Transportation Impact Fee Program Concept: Overview of Approach and Discussion Items."

Eligible projects may include intersection improvements, new road extensions, road upgrades, shoulder improvements and some non-motorized enhancements such as bike lanes. It is essential that the improvement projects in the impact fee program clearly serve the transportation needs associated with future growth. Potential projects that may be able to be included in the impact fee program include completed projects or projects under construction, ferry dock improvements and new roadways in the city urban growth areas (UGAs), as long as they are needed to serve growth. Non-eligible projects include project level improvements completed by developers, local (non-system) road improvements, maintenance, or improvement projects that only resolve existing deficiencies.

The total cost of improvement projects included in the transportation impact fee program will be paid for by the impact fees in combination with other agency funds, grants, taxes, county road funds, legislative earmarks and other funding sources. The transportation impact fees will not and cannot entirely cover the cost of the projects.

A development will only be charged impact fees if they will create an increase in trips and the origin or the destination of the trip is within unincorporated Whatcom County. Jamal showed the committee a map of a concept for transportation impact fee districts and explained how a development within each district would be assessed their impact fees and what projects their fees would help fund. Larry noted that alternative district concepts were being defined with County staff. These will be tested to ensure that the program meets the GMA requirements. The fee for a district would cover the proportional impacts of improvement projects within all of the districts, not just for improvements in its district.

Larry and Jamal encouraged the committee to offer their comments and questions during his presentation (*responses shown in italics*):

- Will the project list change when significant work is done to update a comprehensive or subarea plan? *Yes, the list can be (and probably should be) updated when new projects are added. For a project to be funded by the impact fees or included in the impact fee program it must be a part of the capital facilities plan of the county comprehensive plan.*
- Birch Bay is updating their subarea plan now and therefore the projects included in the transportation impact fee program project list will be current. What about the East County? If they have not updated their subarea plan yet, will the transportation impact fee program be behind in terms of funding projects needed out in East County? *The impact fee program will only be up to date based on the status of subarea plans and addition of improvements to the capital facilities plan and to the impact fee program.*
- As new projects are added, are they behind the existing projects on the list in terms of priority? *The county's priority system is not directly tied to the impact fee program, although the ability to be funded through the impact fee program and the additional monies may allow projects to improve in priority.*
- Will the county give the East County foothills the same opportunity as Birch Bay to update their subarea plan?

- Will non-motorized projects identified in the Birch Bay subarea plan be funded by the transportation impact fees? *Yes. If the non-motorized projects are included in the Birch Bay plan, a portion of their costs may be eligible for funding through impact fees based on their proportional need to serve growth versus resolving existing deficiencies. However, if the project is included in the Whatcom Transit Authority (WTA) plan, it will not be able to be funded by the transportation impact fee program, without some type of interlocal agreement. Capital facilities that serve growth can be funded. Services can not be funded. Larry noted that park-and-ride facilities may be able to be included if they were in Whatcom County's capital facility plan. (NOTE- after discussing this with the team's subconsultant for legal review, the state legislation specifically allows for impact fees for roads and street, and does not include transportation facilities such as park and ride lots. We apologize for that misunderstanding.)*
- It is essential to be able to show how projects are related to growth and that they are eligible under the transportation impact fee, and the Growth Management Act, to be funded by this program.
- We cannot charge transportation impact fees for improvement projects that will not be built within the impact fee planning horizon.
- In the East County foothills, most of the major routes and needed projects are on state routes. Will projects on these routes be included? *The state projects are not currently proposed for the county's impact fee program. Development traffic impacts to state highways would be covered as part of the SEPA review process.*
- The county should charge any development that contributes to the traffic on a certain facility. *Yes, a development will be charged for fees based on the projects identified in their district and the impacts to impact fee eligible improvements in other districts.*
- The project list at first glance does not have projects that benefit East County. *The project team is conducting a thorough assessment of all current improvements in the county's capital facilities plan – all projects in East County are being reviewed. As noted above, many of these are on state highways which are currently not proposed for inclusion in the county's impact fee program. As additional growth related improvements are defined and incorporated into the county's capital facilities plan, they can be added to the impact fee program. We are not allowed to simply define new projects and add them to the program at this time – they must be added to the capital facilities plan.*
- I do support taking any grant funding out of the entire transportation impact fee program. This will reduce fees for everyone, not just the district that received the grant.
- What model is being used? *The model from the Whatcom Council of Governments.*
- Are peak hour trips being used? *Yes, PM peak hour trips are being used as the basis for the impact fee program. The trip rates would be adjusted for trip making characteristics related to the land use.*
- What about seasonal businesses? How is the traffic they generate being accounted for? *This is difficult to do. The model is based on typical weekday trip generation and not the peak season (or the off-peak seasons). We do not want to discourage the economic development in the East County foothills with the impact fee program. Weekend trips are currently not accounted for because we are using the PM peak hour weekday trips.*
- If light industrial uses or even a grocery store is located out in East County, this may actually reduce trips from East County to the urban areas to the west. Is trip length accounted for as well as trip ends? *Yes, an adjustment for trip length is being proposed to account for these types of development. The model also accounts for the affect of "intercepting" travel with new land uses.*

- Overall I am impressed with the structure of the program and the multi-modal aspects of it. However, will this system be easy to amend? Will the project list, and therefore the impact fee structure need to be updated on a regular basis for the program to help fund the necessary projects? How can we make the impact fees predictable for developers? *The fee program can be updated as the Comprehensive Plan or subarea plans are completed or if improvement costs change significantly.*
- Will school districts be assessed fees? *There are some options for exemptions under the Growth Management Act and school districts are one of them. Other possible exemptions are also allowed, to advance a legitimate public purpose, such as affordable housing. The county will need to decide that as part of the ordinance and implementation program.*
- The development on the Semiahmoo spit will not be charged transportation impact fees? *Developments within the City of Blaine would not be charged impact fees unless an interlocal agreement is in place. Developments in unincorporated Whatcom County would be charged, unless they are being annexed. Policies would be suggested to help ensure that those impacts are adequately mitigated (for example, annexation areas will pay the fee as a condition of County agreements for the annexation). SEPA also will be used to help mitigate traffic impacts.*
- Will latecomer fees be incorporated into the program? *Existing projects can be a part of the project list if they were completed to serve future growth.*
- Ideally we would have interlocal agreements between all of the cities and the county. *Yes, then you could fund local and state project with the county's fees, but it would make the program more difficult to administer.*

**Concurrency
Program
Concept**

Larry Toedtli then provided an overview of the transportation concurrency program process and components. He directed the group to reference the handout labeled "Whatcom County Transportation Concurrency Program Concept: Overview of Process and Discussion Items."

Larry explained that travel speeds could be used as a first level concurrency evaluation in order to determine whether travel to/from a district was being adequately served. This would be a county conducted study, on an annual basis. If a district's travel speed met the standard, then the development would move to the second part of the concurrency evaluation based on its impact to the volume-to-capacity ratio. If the travel speed standard was not met, then all developments within that district would be denied, until either improvements were defined and funded that would resolve the deficiency or the standards were changed. No developer mitigation would be allowed to resolve the travel speed condition because it is more of a system wide issue. This first part of the concurrency evaluation also could be conducted by the county without being part of the concurrency program. This would provide the Executive, Council, staff, and public a high-level indicator of how the transportation system was operating and its potential ability to accommodate more growth traffic.

If the district in which the development is located passed the travel speed standard, it would be evaluated for its direct impacts on roadway volume-to-capacity (v/c) ratios. If all impacted roadway segments met the v/c standards, it would be deemed concurrent. If the development triggered a concurrency issue for the volume-to-capacity ratio, a developer could propose mitigation for those impacts to meet concurrency. If acceptable mitigation were not defined, the development would not be granted concurrency.

If the development met both parts of the concurrency evaluation, it would continue with its SEPA review to evaluate other considerations such as safety and intersection operations.

Larry encouraged the committee to offer their comments and questions during his presentation (*responses shown in italics*):

- Safety is not a factor for the concurrency program? *Correct, only speed and impacts on roadway volume-to-capacity ratios are used to decide if a development is concurrent. It would be difficult to maintain an all-encompassing database on safety issues to be applied consistent as a part of the concurrency review. Safety would be incorporated into the SEPA review, as it currently is.*
- What about other types of projects such as ski resorts, tribal housing initiatives, and boarder crossing changes that may impact county roadways. How are these types of entities accounted for? *Only projects that require a county permit are subject to the county's concurrency management requirements. If a development is on tribal lands and does not require a county permit, it would not be evaluated as part of this program. In addition, if a development did not generate any new trips (one use is replaced by a new use that generates the same number or fewer trips) it would pass concurrency.*
- It makes sense to allow a project to mitigate for their traffic impacts if safety is not compromised.
- If you use travel time as the concurrency measurement, you cannot account for transportation projects that will be implemented in the next six years. *The county will measure travel time based on the existing conditions. Forecasted conditions will need to take into account the transportation improvements that will be in place to accurately evaluate concurrency for a development.*
- Will the county set the level of service standards on state facilities? *No, the WSDOT in conjunction with WCOG sets LOS standards on state highways of regional significance. WSDOT sets LOS standards for Highways of Statewide significance (HSS), which are not covered by concurrency.*

**Next Steps and
Action Items**

Action Items:

- John Everett and Larry Toedtli will contact the Elizabeth Sjostrom and Roland Storme from WSDOT to brief them on the committee process to date.
- Kristine Edens will provide a brief summary of the meeting. The purpose of the summary will be to provide an overview of what was presented at the meeting and to document the committee's questions and comments.
- Committee members will provide any follow up ideas from the meeting via email to John Everett.
- John Everett will confirm the next committee meeting date, location and time. The next meeting will tentatively be in the first couple of weeks of December.

**Whatcom County
Transportation Concurrency Management and Impact Fee Programs
Project Steering Committee
Meeting Summary**

Meeting date: December 6, 2007, 3:00 p.m. – 5:00 p.m.

Location: Whatcom County Courthouse, Conference Room 514 – 311 Grand Avenue,
Bellingham, WA

Attendees: **Steering Committee members in attendance:**

- Elizabeth Sjostrom, WSDOT
- Roland Storme, WSDOT
- Blair Murray, ThinkWell Development
- Rick Gantman, Mt. Baker School District
- Gary Gehling, East County Foothills
- Doralee Booth, Birch Bay Steering Committee

Project Team members in attendance:

- John Everett, Whatcom County
- Larry Toedtli, The Transpo Group
- Kristine Edens, EnviroIssues

**Welcome,
Introductions
and Agenda
Review**

Kristine Edens, EnviroIssues, welcomed the group on behalf of the project team. She reviewed the meeting expectations established at the first committee meeting and went over the agenda. The meeting will include a discussion on the transportation impact fee and concurrency program preliminary concepts. The team will also provide an overview of the next steps for the project. This meeting was to be the final official meeting of the committee. However, the County plans to continue to involve the committee members as the team drafts the final products and begins the review and adoption process with the Planning Commission and County Council.

**Transportation
Impact Fee
Program
Preliminary
Results**

Larry Toedtli, The Transpo Group, directed the group to the handout labeled "Whatcom County Impact Fee Program: Review of Preliminary Results and Implementation Options." He provided a recap of the committee's prior discussions on impact fees. Impact fees are an optional piece of the development review process, they cover "system" improvements needed to support growth, and they can not be used to fund existing deficiencies. He also gave an overview of the program objectives that the committee has supported as well as the methodology the team used to develop the preliminary program.

Three impact fee program scenarios were examined:

- Scenario A: Includes projects in the adopted County Plan
- Scenario B: Includes projects in the adopted County Plan as well as preliminary improvement projects for the Birch Bay Subarea
- Scenario C: Includes projects in Scenario B as well as State highway improvements to Blaine Road and Grandview Road

The team evaluated three service area concepts with the help of County staff:

- Two Travel Shed Concepts, which included areas with similar travel patterns
- A Pie Wedge concept, which looked at “slices” that radiate out from Bellingham as the center.

Larry then presented an example traffic impact fee structure for Whatcom County, in comparison to other areas in Washington State, based on Scenario B with the “Pie” concept. He noted that the County could collect up to \$44 million through impact fees, or 29% of the impact fee eligible costs for the necessary capital road improvements.

The preliminary program recommends that State projects should be included in the impact fee program only through an interlocal agreement or memorandum of understanding between the County and the State to assure that the impact fees collected would be combined with other funds to fully implement the identified projects. Larry also noted the exemptions that could be considered for the program, including low-income housing, public and/or private schools, and parks.

The next steps for the transportation impact fee program will be to prepare a draft ordinance, prepare a draft fee schedule by service area, document the methodology and results of the analysis, and begin the review process with the County.

Larry encouraged the committee to offer their comments and questions after his presentation (*responses shown in italics*):

- Could the other trip end that ends within city limits be addressed by an interlocal agreement between the County and that City? *Yes.*
- What if an interlocal does not exist? Would the developer pay the city's impact fee for that trip end? *The City could request mitigation through SEPA, but wouldn't just charge their impact fee. The agency *impact fee would only be charged per an interlocal agreement that identified which improvement projects were covered.**
- The Birch Bay and East County impact fees are similar. Why is this? *Growth traffic in the East County area benefit from the limited improvements in the East County and from improvements in other areas to the west. The East County share of these project costs is divided by the estimated number of growth trips to obtain the fee. If there were higher levels of growth in the East County and the list of projects did not change, then the fees would decrease. The Birch Bay area has many more projects and associated costs, but more growth trips to share in the higher costs. The results are simply a function of the forecasts and identified transportation needs (which are more detailed in Birch Bay subarea).*
- If the fees are so close for each district, why doesn't the County adopt one standard fee? *Separating the County into districts makes the fees more defensible and the nexus between the impact fees charged and the projects, or benefits for the fees, is clearer. As the County updates subarea plans the fee schedules may have more of a difference. The team will present all fee structure options to the County Council so they can make an informed decision when adopting the final impact fee program.*
- Would the impact fees change if one of the trip ends were in the city? *No. The applicant would pay the County's fee for the trip end in the County.*
- How often would the County need to reevaluate the model used to establish the impact fee schedule? *The model that was used is based on existing conditions in 2007 and projections into the future. A major reevaluation of the model would only be necessary when a major change in land use happens or major transportation improvements are added or subtracted. The land use and transportation projects (and their costs) are the major parameters in the fee program.*
- Is the County only allowed to use the impact fees collected on County projects? *My concern is that the impact fees collected in East County are only used to*

improve County roads that are not used as much as the State roads. The County needs to make sure that the impact fees go to the projects that will benefit the local community the most. *The impact fees can only be used to help fund the identified growth-related projects in the County's capital facilities plan that are included in the fee program. The County can include State projects in their capital facilities plan and the fee program, but this should be through interlocal agreement.*

- Can the State use SEPA to charge a developer or request mitigation for their impact to State roads? *Yes, the State can request that the County deny an application if there has been no mitigation for impacts to State roads. SEPA mitigation must be used to offset the direct impacts of a development on operations, safety, or capacity.*
- Impact fees seem predictable and clear. SEPA is not as predictable and clear. The State is trying to figure out how to best express its needs – either by continuing to use the SEPA process, by entering into interlocal agreements, or through another means. The State must spend any funds that have been earmarked for specific projects within 5 years, or they need to give it back.
- The corner of Kendall and Sumas does need to be improved. Safety is more of an issue that needs to be addressed at this location than congestion. *Impact fees could not be used to resolve an existing safety issue.*
- The public would understand an impact fee exemption for public schools. New schools near where the need (population) is will result in fewer trips. Also, impact fees are based on peak hour trips and trips to and from school are generally not during the peak hours.

**Concurrency
Program
Concept**

Larry Toedtli, The Transpo Group, directed the group to the handout labeled “Whatcom County Transportation Concurrency Program: Review and Refinement of Approach.” He provided a recap of the committee’s prior discussions on concurrency. Concurrency is a mandatory element under the Growth Management Act and requires the County to deny a development application that does not meet the County’s concurrency requirements for adequacy of transportation facilities.

Larry referred to a handout that showed a flowchart of the application process as it moved through the concurrency evaluation process. A development must generate more than a minimum number of trips (set by the County) in order to trigger a concurrency evaluation. A number of factors are taken into account to determine whether or not the roadways will be sufficient to support the additional development, including travel speed, trip distribution and assignment and volume to capacity ratios.

He also gave an overview of the program objectives that the committee has supported as well as the two-tier program concept which uses travel speed to measure the overall adequacy of the transportation system serving a district (or subarea) of the County. The second tier evaluates the adequacy of roadway segments directly impacted by a development to assure that they meet County standards. Larry also presented a series of maps that showed the roadways that could be used to measure travel speed, the road segments and potential standards. He also showed which road segments that could have potential concurrency deficiencies using the volume to capacity measurement in 2027, based on the raw WCOG model results.

The next steps for the transportation concurrency program will be to select the program components, collect and analyze travel speed data if it is included as a component, update the interim ordinance, revise the administrative guidelines, document the methodology and results of the analysis, and begin the review process with the County.

Larry encouraged the committee to offer their comments and questions after his presentation (*responses shown in italics*):

- Did your model take into account the expected increase truck traffic to and from Vancouver's Port? *The WCOG model does not include a specific truck mode. Travel demands are based on households and employment levels and trips to/from Canada are estimated separately.*
- The East Foothills Subarea Plan calls for a commercial overlay zone. The development of commercial in East County may reduce trips to and from Bellingham. *That is true and their concurrency evaluation of road segments would focus on the more immediate area near their site, instead of all the way to major employment locations.*
- Travel speed seems like a more accurate measure than then volume to capacity ratio measure. *Speeds can also be hard to measure and they can not truly be estimated or measured until the improvements are complete. Volume to capacity is also a complicated measure, and it can be difficult to explain to the public, because it is based on layers of model assumptions. Both measures can be argued to have flaws and could be challenged. The implementation process needs to account for those types of potential issues.*
- It seems like travel speeds can be challenged more. It would be harder to argue with volume to capacity ratios. *Both measures, once established by the model or the travel speed measurements, would be adopted by the County Council and set in policy, making them difficult to challenge once in place.*
- The public thinks in travel time, not in volume to capacity ratios. Using travel speeds is a more "public friendly" way to set the standard.
- Regardless of the measurement the County ends up using, we need to keep it away from politics. The County should be careful of including any wiggle room in the policy, resulting in a more effective concurrency policy.
- From the developer's perspective, opportunities for mitigation are preferred wherever possible.
- Incentive based policies should also be added in where there are opportunities to do this. It seems like policies only create an incentive to develop and grow now, and not to wait. Our policies should encourage smart, phased growth.

Next Steps and Action Items

Kristine invited the members to the upcoming public open house on December 11th from 6:00 p.m. to 8:00 p.m. at the Birch Bay Bible Open House in Birch Bay. The purpose of the meeting is to present the preliminary transportation improvement projects that may be included in the Birch Bay Subarea Plan. Kristine also provided copies of the press release for the open house event for members to distribute to help advertise the meeting.

A few of the committee members noted that they would like to stay involved in the concurrency and impact fee program process and would even be interested in additional meetings if the County would support that idea.

Action Items:

- John Everett and Larry Toedtli will continue to keep the steering committee members involved and informed during the next steps of the project.
- Kristine Edens will provide a brief summary of the meeting. The purpose of the summary will be to provide an overview of what was presented at the meeting and to document the committee's questions and comments.
- Committee members will provide any follow up ideas from the meeting via email

- to John Everett.
- John Everett will consider the need and desire for future steering committee meetings.

Appendix B: Other Transportation Improvement
Projects that were determined to
not be TIF-Eligible

APPENDIX B: TRANSPORTATION IMPROVEMNET PROJECTS NOT ELIGIBLE FOR TRANSPORTATION IMPACT FEE (TIF) PROGRAM

Project ID*	Project Name	Project Limits	Project Description	In Existing TIP?	Project Cost (\$1,000s) Estimated	Comments
R-5	West Blaine UGA Connector Road	Birch Point Road to Semiahmoo Drive	Construct new 2-lane road to urban standards between Birch Point Road and Semiahmoo Drive to serve future urban development.	No	\$4,800	Blaine UGA. Would be constructed by development projects. Alignment would be defined as part of future development projects.
R-9	Commercial area circulation roads	West of Blaine Road (SR 548).	Local circulation urban road(s) as part of future development.	No	\$6,000	To be built by development projects with potential Birch Bay Town Center
M-3	Grandview Road	Point Whitehorn Road to Blaine Road	Improve to rural collector road standards with paved shoulders for non-motorized travel.	Yes	\$3,000	minor improvements, pave shoulders
M-4	Birch Bay-Lynden Road	I-5 to Guide Meridian Road	Improve to rural major collector standards including paved shoulders for non-motorized travel.	No	\$5,000	Support Birch Bay Subarea Transportation Plan with non-motorized connection to/from Lynden
M-5	Drayton Harbor Road	Harborview Road to Shintaffer Road	Reconstruct, repair road slope and pavement and upgrade roadway.	Yes	\$1,800	Within Blaine Urban Growth Area. Environmental constraints will affect design standard. Shoulders are either unpaved or nonexistent; pavement conditions are rated under 80 on a couple of portions .
M-7	Portal Way	Grandview Road to Birch Bay- Lynden Road	Reconstruct to major collector standards including paved shoulders for non-motorized travel.	No	\$3,000	Add shoulders for bike lane. Check in field. Existing shoulders are unpaved, and the pavement conditions are rated under 70. Some sections are rated even lower (the range is 21 to 67).
M-9	Portal Way	Loomis Trail Road to Blaine city limit	Reconstruct to major collector standards including paved shoulders for non-motorized travel.	No	\$1,800	Add shoulders for bike lane. Check in field. Existing shoulders are unpaved, and the pavement conditions are rated under 70. Some sections are rated even lower (the range is 21 to 67).
M-11	Kickerville Road	Loomis Trail Road to Bay Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	\$2,400	No new lanes are necessary.Existing shoulders are unpaved, and very narrow to safely accommodate non-motorized traffic. Pavement conditions on portions of this roadway are also rated under 80.
M-12	Kickerville Road	Bay Road to Grandview Road	Reconstruct to rural collector standards including paved shoulders for non-motorized travel.	No	\$650	Shoulders are unpaved, and could be unsafe considering the traffic volume and the type of traffic in this area. This project would probably be a priority over the other Kickerville Rd. section project
S-1	Blaine Road (SR 548)	I-5 to Lincoln Road	Reconstruct and widen to add turn lanes and shoulders/non-motorized facilities at urban standards (WSDOT standards).	No	\$6,000	Within Blaine Urban Growth Area.
S-2	Blaine Road (SR 548)	Lincoln Road to Birch Bay-Lynden Road	Reconstruct and widen to add turn lanes and shoulders/non-motorized facilities at urban standards (WSDOT standards).	No	\$5,000	Continuation of Project S-1.
S-3	Blaine Road (SR 548)	Birch Bay-Lynden Road to Bay Road	Reconstruct and widen to add turn lanes and non-motorized facilities to meet urban standards (WSDOT standards).	No	\$7,000	Continuation of Project S-2.
S-4	Blaine Road (SR 548)	Bay Road to Grandview Road	Reconstruct to rural collector standards (WSDOT standards)	No	\$4,000	Continuation of Project S-3. Culvert completed for \$2.5M.
S-7	Blaine Road (SR 548) / Grandview Road	Intersection	Improve/ redesign the intersection , and Install traffic signal with turn lanes when warranted or a roundabout facility	No	\$2,000	Developer funded.
S-8	Blaine Road (SR 548) / California Creek Bridge Replacement	Bridge	Bridge replacement or rehabilitate structure	No	\$6,500	Within Blaine Urban Growth Area.
S-9	Blaine Road (SR 548) / Dakota Creek Bridge Replacement	Bridge	Bridge replacement or rehabilitate structure	No	\$13,000	Within City of Blaine (fully WSDOT funded).
S-10	I-5 / Blaine exit Interchange Reconstruction	Interchange	Rebuild I-5 Exit 276 (Blaine Interchange)	No	\$14,000	Within City of Blaine (Funded by federal money).
S-11	On and Off ramps of I-5 / Birch Bay-Lynden Road Interchange	Interchange ramps	Improve/ redesign the ramps intersection with turn lanes and Install traffic signal when warranted	No	\$3,400	
S-12	I-5 / Birch Bay-Lynden Road Interchange	Interchange	Major reconstruction of interchange at Birch Bay-Lynden Road	No	NA	
S-13	I-5 / Grandview Rd Interchange	Interchange ramps	Improve/ redesign the ramps intersection with turn lanes and install traffic signal, when warranted	No	\$3,500	
S-14	I-5 / Grandview Road Interchange	Interchange	Reconstruction of interchange at Grandview Road	No	NA	Potential long-term project to widen Grandview Road to add travel lanes to reduce queuing impacts.
S-16	Grandview Road (SR 548) / Kickerville Road	Intersection	Construct intersection improvements to include roundabout or install turn lanes and traffic signal, when warranted.	No	\$3,000	Potential Whatcom County funding.
O-1	Park & ride facility	Birch Bay Town Center	Construct new park & ride lot (or 2 smaller lots) with defined parking stalls capacity to serve Beirch Bay, Semiahmoo, and Blaine.	No	NA	Whatcom Transit Authority lead. Carry out location and demand study prior to density becomes high. Could be along Harborview Birch Bay-Lynden corridor. Can not be funded by TIF Program (not in street or road)
O-2	Increase Transit Service	Countywide	Increase transit service between Birch Bay and Blaine, Ferndale, and Bellingham.	No	NA	Whatcom Transit Authority Lead
WC-16	Sunrise Road	Birch Bay-Lynden Rd to W Badger Road	Reconstruct at minor collector standards with non-motorized facilities	No	\$4,000	
WC-17	*Tye Drive (at Point Roberts)	Benson Rd. to Roosevelt Wy.	Reconstruct at Collector Standrads including non-motorized facilities	Yes	\$3,000	
WC-18	West Illinois/Timson Way	W Illinois to Marine Dr.	Construct new 2-lane urban road to connect W illinois to Marine Drive	Yes	\$2,300	Located in Bellingham jurisdiction
75	BNSF/Saxon Rd. Railroad Crossing		PE, CN Upgrade crossing with signal arms	No	\$150	already done
16	East Hemmi Rd. @ Ten Mile Creek		PE Reconstruction	Yes	\$20	not in TIP anymore
34	Lake Louise Rd.		Improve in conjunction w/installation of Water Dist. #10 sewer line	No	NA	Not sure of exact location
159	New east/west corridor			No	\$22,500	extend Kelly or Slater
164	SR 548 (Grandview) intersection/Portal Way			No	\$500	All state routes
63	SR 9 (Nooksack Rd.) DOUBLE CHECK	SR 546 (Badger) to Nugent's Corner	Improve alignment	No	NA	All state routes but not spending \$
146	2012 transportation study			No	\$100	not building capacity
147	2020+ Master Plan			No	\$200	not building capacity

APPENDIX B: TRANSPORTATION IMPROVEMNET PROJECTS NOT ELIGIBLE FOR TRANSPORTATION IMPACT FEE (TIF) PROGRAM

Project ID*	Project Name	Project Limits	Project Description	In Existing TIP?	Project Cost (\$1,000s) Estimated	Comments
148	2020+ transportation study			No	\$200	not building capacity
152	Fish passage project	various locations		Yes	\$950	no capacity improvement
153	Galbraith connectors	Yew St. & Lake Louise Blvd.	off-road transportation corridor	No		off the TIP by Council vote
154	Gooseberry Pt. Dock Relocation	Study	Relocation feasibility study	Yes	\$300	no capacity improvement
157	Hillsdale/Brownsville Culvert		CN Culvert Replacement & stormwater improvement	Yes	\$350	no capacity improvement
58	SR 548 (Blaine Rd.)/Alderson intersection			No	NA	State projects
59	SR 548 (Blaine Rd.)/Bay intersection			No	NA	State projects
10	Cable Street	Lakeview St. to Lake Whatcom Blvd.	PE, RW, CN Reconstruction, water quality improvement and non-motorized enhancements	Yes	\$3,000	done summer 2007, split into water & transportation project portions
13	Clearbrook Rd./Johnson Creek Bridge #302		PE, CN Bridge replacement	Yes	\$600	is happening, but this street is not a collector (double check)
18	Hampton Rd. Mormon Ditch Bridge #261		PE, RW, CN Bridge replacement	Yes	\$4,000	will do, funded by grants
30	Innis Creek Rd.	Wickersham St. to 0.30 miles north	PE, RW, CN Fish passage and drainage upgrade	Yes	\$350	will do; gravel road
39	Mosquito Lake Rd. (Middle Fork Bridge #140)	South Fork Nooksack	Rehabilitation	No	\$4,000	will do with grant money but improvements won't be obvious
44	Potter Rd. Bridge #148	South Fork Nooksack	PE, RW, CN Replacement; 1 lane to 2 lanes	Yes	\$6,600	are doing; 1 lane bridge to 2 lanes
62	SR 548-Grandview Rd./SR 544-West Pole Rd. connector	SR 548 (Grandview Rd.) to SR 544 (West Pole Rd.)	PE New alignment & bridge	Yes	\$100,000	is necessary but not in next 20 years; high cost, probably not incl.
49	Slater Rd./Nooksack River Bridge		PE, RW, CN Bridge replacement w/enhancement	Yes	\$4,000	mainly flood control-related, but not necessarily capacity (decreasing shoulder widths); will happen summer '08
149	Bay to Baker Trail	Bellingham City limits & Maple Falls	off-road transportation corridor	No	NA	Not sure of exact location
150	Coast Millennium Trail- Nooksack River Dike	Marietta area to Ferndale	off-road transportation corridor; Construct multi-use path on Nooksack River dike parallel to Curtis & Rural roads.	Yes	\$600	Not sure of exact location
155	Gravel conversions	various locations	1-2 could be capacity improvements	Yes	\$800	could be capacity issues, but these aren't collectors or arterials (Lumn, Baker Lane Rd.)
156	Hertz North Lake Whatcom Trail Extension	eastern terminus of existing trail & Blue Canyon Rd.	extend trail; install safe route along North Shore Rd.	No	NA	Parks project
158	Lummi Island Parking	see 151	CN Parking improvements	Yes	\$200	done; related to ferry capacity
160	Non-motorized Transportation improvements	broad locations	Not defined	Yes	\$950	placeholder
161	Nooksack River Trail	Ferndale & Glacier	off-road transportation corridor	No	NA	Not sure of exact location
162	Right of way acquisition	various locations		Yes	\$120	placeholder, will be done as part of some projects as nec.
165	Stewart Mt. connectors	East end of Smith Rd. & Van Zandt, between Y Rd., Northshore trailhead & the South Fork Nooksack Valley	off-road transportation corridor	No	NA	Not sure of exact location; bike enhancements?
166	Storm water quality improvements	various locations		Yes	\$1,250	placeholder
167	Subdivision overlays	various locations		Yes	\$1,500	placeholder
168	Unanticipated site improvements	As prioritized		Yes	\$1,200	placeholder
169	Various bridges rehabilitation/replacement/maintenance	As prioritized		Yes	\$1,350	vague location
170	Various ferry parking & staging			No	\$710	Ferry issue
171	Whatcom Chief Ferry	Gooseberry Pt. to Lummi Island	PE, CN Ferry replacement	Yes	\$14,000	Ferry issue
TOTAL COST OF PROJECTS <u>NOT</u> ELIGIBLE FOR TIF PROGRAM					\$275,650	

* I: Birch Bay Intersection Project
R: Birch Bay Major Road Project
M: Birch Bay Minor Road Project
S: State Road Project
WC: Whatcom County Projects Located outside Birch Bay Area

Appendix C: 2005 – 2027 WCOG
PM Peak Hour Model Growth Trips
by Transportation Service Area

Appendix C. WCOG1 Model Growth Trips (2005–2027 PM Peak Hour) by TSA

	TSA 1	TSA 2	TSA 3	TSA 4	TSA 5	TSA 6	TSA 7	TSA 8	Cities& Lummi	External	Total
TSA 1	247	76	87	22	13	35	1	4	668	337	1,490
TSA 2	86	76	71	31	18	34	2	2	423	0	742
TSA 3	106	65	139	34	26	63	3	5	659	31	1,131
TSA 4	17	21	26	22	9	13	0	2	271	117	498
TSA 5	13	12	18	8	15	15	1	2	178	0	261
TSA 6	44	32	65	19	23	77	6	2	355	30	653
TSA 7	1	2	1	1	0	3	1	0	18	0	27
TSA 8	5	3	4	3	3	3	0	28	27	0	76
Cities& Lummi	1,270	701	1,103	588	410	568	35	32	4,867	477	10,051
External	389	0	37	136	0	34	0	0	557	372	1,525
Total	2,178	987	1,551	864	516	845	49	77	8,023	1,364	16,452

3. As modified as part of the Birch Bay Subarea Transportation Plan Update

As Appendix C shows, only 36% of growth trip ends fall within the County jurisdiction. More than half the trip ends (55%) are either originated from or destined to Whatcom cities and Lummi reservation. Bellingham constitutes the major attraction area with about 14,000 trips ends.

Appendix D: Whatcom County Recommended
 Transportation Impact Fee Rate Schedules
 by Transportation Service Area

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Summary Table

Land Use Category - ITE 7th Edition	Unit*	Impact Fee Per Unit By TSA							
		1	2	3	4	5	6	7	8
RESIDENTIAL									
Single-Family Detached Housing	Dwelling Unit	\$2,043	\$2,563	\$2,012	\$1,281	\$2,072	\$1,984	\$1,335	\$2,136
Apartment	Dwelling Unit	\$1,063	\$1,334	\$1,047	\$666	\$1,078	\$1,032	\$694	\$1,112
Low-Rise Apartment (1-2 Floors)	Occupied Dwelling Unit	\$995	\$1,247	\$979	\$623	\$1,009	\$966	\$650	\$1,040
Residential Condominium/Townhouse	Dwelling Unit	\$892	\$1,118	\$878	\$559	\$904	\$866	\$582	\$932
Mobile Home Park	Occupied Dwelling Unit	\$853	\$1,069	\$840	\$534	\$865	\$828	\$557	\$891
Senior Adult Housing-Detached	Dwelling Unit	\$271	\$339	\$266	\$170	\$274	\$263	\$177	\$283
Senior Adult Housing-Attached	Occupied Dwelling Unit	\$114	\$144	\$113	\$72	\$116	\$111	\$75	\$120
Congregate Care Facility	Occupied Dwelling Unit	\$177	\$222	\$174	\$111	\$179	\$172	\$116	\$185
Recreational Homes	Dwelling Unit	\$271	\$339	\$266	\$170	\$274	\$263	\$177	\$283
Residential Planned Unit Development (PUD)	Dwelling Unit	\$645	\$809	\$635	\$404	\$654	\$626	\$421	\$674
INSTITUTIONAL									
County Park	Acre	\$116	\$145	\$114	\$72	\$117	\$112	\$76	\$121
Beach Park	Acre	\$2,505	\$3,142	\$2,467	\$1,570	\$2,540	\$2,432	\$1,636	\$2,619
Regional Park	Acre	\$385	\$483	\$379	\$242	\$391	\$374	\$252	\$403
Golf Course	Acre	\$578	\$725	\$569	\$362	\$586	\$561	\$378	\$604
Multipurpose Recreational Facility	1,000 sf GFA	\$6,455	\$8,096	\$6,356	\$4,045	\$6,545	\$6,267	\$4,216	\$6,748
Movie Theater with Matinee	Seat	\$115	\$144	\$113	\$72	\$116	\$111	\$75	\$120
Casino/Video Lottery Establishment	1,000 sf GFA	\$25,877	\$32,456	\$25,483	\$16,217	\$26,240	\$25,125	\$16,902	\$27,053
Tennis Courts	Tennis Court	\$6,355	\$7,970	\$6,258	\$3,982	\$6,444	\$6,170	\$4,151	\$6,643
Health/Fitness Club	1,000 sf GFA	\$6,633	\$8,319	\$6,532	\$4,157	\$6,726	\$6,440	\$4,332	\$6,935
Elementary School	1,000 sf GFA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Middle School/Junior High School	1,000 sf GFA	\$1,513	\$1,898	\$1,490	\$948	\$1,535	\$1,469	\$988	\$1,582
High School	1,000 sf GFA	\$1,234	\$1,547	\$1,215	\$773	\$1,251	\$1,198	\$806	\$1,290
Church	1,000 sf GFA	\$865	\$1,085	\$852	\$542	\$877	\$840	\$565	\$904
Day Care Center	1,000 sf GFA	\$17,269	\$21,659	\$17,006	\$10,822	\$17,511	\$16,767	\$11,279	\$18,054
Library	1,000 sf GFA	\$7,787	\$9,766	\$7,668	\$4,880	\$7,896	\$7,560	\$5,086	\$8,141
Hospital	1,000 sf GFA	\$1,796	\$2,253	\$1,769	\$1,126	\$1,821	\$1,744	\$1,173	\$1,878
Nursing Home	1,000 sf GFA	\$372	\$467	\$367	\$233	\$377	\$361	\$243	\$389
BUSINESS & COMMERCIAL									
Hotel	Room	\$1,023	\$1,283	\$1,008	\$641	\$1,037	\$993	\$668	\$1,070
All Suites Hotel	Room	\$694	\$870	\$683	\$435	\$703	\$673	\$453	\$725
Motel	Room	\$815	\$1,022	\$803	\$511	\$826	\$791	\$532	\$852
Resort Hotel	Room	\$809	\$1,015	\$797	\$507	\$821	\$786	\$529	\$846
Building Materials and Lumber Store	1,000 sf GFA	\$6,489	\$8,138	\$6,390	\$4,066	\$6,579	\$6,300	\$4,238	\$6,783
Free-Standing Discount Superstore	1,000 sf GFA	\$2,040	\$2,559	\$2,009	\$1,279	\$2,069	\$1,981	\$1,333	\$2,133
Specialty Retail Center	1,000 sf GLA	\$2,033	\$2,550	\$2,002	\$1,274	\$2,062	\$1,974	\$1,328	\$2,126
Free-Standing Discount Store	1,000 sf GFA	\$3,075	\$3,857	\$3,028	\$1,927	\$3,118	\$2,986	\$2,008	\$3,215
Hardware/Paint Store	1,000 sf GFA	\$3,382	\$4,241	\$3,300	\$2,119	\$3,429	\$3,283	\$2,209	\$3,535
Nursery (Garden Center)	1,000 sf GFA	\$5,588	\$7,009	\$5,503	\$3,502	\$5,666	\$5,426	\$3,650	\$5,842
Nursery (Wholesale)	1,000 sf GFA	\$7,603	\$9,536	\$7,487	\$4,764	\$7,709	\$7,382	\$4,966	\$7,948
Shopping Center	1,000 sf GLA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Factory Outlet Center	1,000 sf GFA	\$2,912	\$3,653	\$2,868	\$1,825	\$2,953	\$2,828	\$1,902	\$3,045
Quality Restaurant	1,000 sf GFA	\$4,364	\$5,474	\$4,298	\$2,735	\$4,425	\$4,237	\$2,850	\$4,563
High Turnover (Sit-Down) Restaurant	1,000 sf GFA	\$6,236	\$7,822	\$6,141	\$3,908	\$6,324	\$6,055	\$4,073	\$6,520
Fast Food Restaurant without Drive-Through	1,000 sf GFA	\$13,100	\$16,431	\$12,901	\$8,210	\$13,284	\$12,720	\$8,557	\$13,696
Fast Food Restaurant with Drive-Through	1,000 sf GFA	\$9,344	\$11,720	\$9,202	\$5,856	\$9,475	\$9,073	\$6,103	\$9,769
Quick Lubrication Vehicle Shop	Servicing Position	\$3,306	\$4,147	\$3,256	\$2,072	\$3,352	\$3,210	\$2,159	\$3,456
Automobile Care Center	1,000 sf GLA	\$2,339	\$2,933	\$2,303	\$1,466	\$2,371	\$2,271	\$1,528	\$2,445
New Car Sales	1,000 sf GFA	\$3,090	\$3,876	\$3,043	\$1,937	\$3,134	\$3,000	\$2,018	\$3,231
Automobile Parts Sales	1,000 sf GFA	\$4,138	\$5,190	\$4,075	\$2,593	\$4,196	\$4,017	\$2,703	\$4,326
Gasoline/Service Station	Vehicle Fueling Position	\$4,027	\$5,051	\$3,966	\$2,524	\$4,084	\$3,910	\$2,630	\$4,210
Gasoline/Service Station w/ Convenience Market	Vehicle Fueling Position	\$2,949	\$3,699	\$2,904	\$1,848	\$2,991	\$2,864	\$1,926	\$3,083
Gasoline/Service Station w/ Convenience Market & Car Wash	Vehicle Fueling Position	\$2,938	\$3,685	\$2,894	\$1,841	\$2,979	\$2,853	\$1,919	\$3,072
Self-Service Car Wash	Wash Stall	\$2,959	\$3,711	\$2,914	\$1,854	\$3,000	\$2,873	\$1,933	\$3,093
Tire Store	1,000 sf GFA	\$3,627	\$4,549	\$3,572	\$2,273	\$3,678	\$3,522	\$2,369	\$3,792
Tire Superstore	1,000 sf GFA	\$1,844	\$2,313	\$1,816	\$1,156	\$1,870	\$1,791	\$1,205	\$1,928
Supermarket	1,000 sf GFA	\$4,768	\$5,980	\$4,695	\$2,988	\$4,835	\$4,629	\$3,114	\$4,985
Convenience Market (Open 24 Hours)	1,000 sf GFA	\$14,572	\$18,277	\$14,350	\$9,132	\$14,776	\$14,148	\$9,518	\$15,234
Convenience Market (Open 15-16 Hours)	1,000 sf GFA	\$9,612	\$12,055	\$9,465	\$6,024	\$9,747	\$9,332	\$6,278	\$10,049
Convenience Market with Gasoline Pumps	Vehicle Fueling Position	\$4,659	\$5,843	\$4,588	\$2,920	\$4,724	\$4,523	\$3,043	\$4,871
Discount Supermarket	1,000 sf GFA	\$4,886	\$6,128	\$4,811	\$3,062	\$4,954	\$4,744	\$3,191	\$5,108
Discount Club	1,000 sf GFA	\$4,655	\$5,839	\$4,584	\$2,917	\$4,720	\$4,520	\$3,040	\$4,867
Home Improvement Superstore	1,000 sf GFA	\$1,203	\$1,509	\$1,185	\$754	\$1,220	\$1,168	\$786	\$1,258
Electronic Superstore	1,000 sf GFA	\$2,549	\$3,197	\$2,510	\$1,598	\$2,585	\$2,475	\$1,665	\$2,665
Toy/Children's Superstore	1,000 sf GFA	\$3,109	\$3,900	\$3,062	\$1,949	\$3,153	\$3,019	\$2,031	\$3,251
Apparel Store	1,000 sf GFA	\$2,874	\$3,604	\$2,830	\$1,801	\$2,914	\$2,790	\$1,877	\$3,004
Pharmacy/Drug Store without Drive-Through	1,000 sf GFA	\$2,821	\$3,539	\$2,778	\$1,768	\$2,861	\$2,739	\$1,843	\$2,950
Pharmacy/Drug Store with Drive-Through	1,000 sf GFA	\$3,134	\$3,931	\$3,086	\$1,964	\$3,178	\$3,043	\$2,047	\$3,277
Furniture Store	1,000 sf GFA	\$442	\$554	\$435	\$277	\$448	\$429	\$288	\$462
Video Rental Store	1,000 sf GFA	\$4,843	\$6,074	\$4,769	\$3,035	\$4,910	\$4,702	\$3,163	\$5,063
Walk-in Bank	1,000 sf GFA	\$14,218	\$17,833	\$14,002	\$8,910	\$14,418	\$13,805	\$9,287	\$14,865
Drive-in Bank	1,000 sf GFA	\$19,618	\$24,606	\$19,319	\$12,294	\$19,893	\$19,048	\$12,814	\$20,510

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Summary Table

Land Use Category - ITE 7th Edition	Unit*	Impact Fee Per Unit By TSA							
		1	2	3	4	5	6	7	8
OFFICE									
Clinic	Employee	\$2,109	\$2,646	\$2,077	\$1,322	\$2,139	\$2,048	\$1,378	\$2,205
General Office Building	1,000 sf GFA	\$2,555	\$3,205	\$2,516	\$1,601	\$2,591	\$2,481	\$1,669	\$2,671
Corporate Headquarters Building	1,000 sf GFA	\$2,401	\$3,011	\$2,364	\$1,505	\$2,434	\$2,331	\$1,568	\$2,510
Single Tenant Office Building	1,000 sf GFA	\$2,967	\$3,721	\$2,922	\$1,859	\$3,008	\$2,880	\$1,938	\$3,102
Medical-Dental Office Building	1,000 sf GFA	\$6,379	\$8,001	\$6,282	\$3,998	\$6,469	\$6,194	\$4,167	\$6,669
United States Post Office	1,000 sf GFA	\$11,960	\$15,001	\$11,778	\$7,495	\$12,128	\$11,613	\$7,812	\$12,504
Office Park	1,000 sf GFA	\$2,572	\$3,226	\$2,533	\$1,612	\$2,608	\$2,498	\$1,680	\$2,689
Research and Development Center	1,000 sf GFA	\$1,852	\$2,323	\$1,824	\$1,161	\$1,878	\$1,798	\$1,210	\$1,936
Business Park	1,000 sf GFA	\$2,212	\$2,775	\$2,178	\$1,386	\$2,243	\$2,148	\$1,445	\$2,313
INDUSTRIAL									
General Light Industrial	1,000 sf GFA	\$2,587	\$3,245	\$2,548	\$1,621	\$2,623	\$2,512	\$1,690	\$2,705
General Heavy Industrial	Employee	\$2,323	\$2,914	\$2,288	\$1,456	\$2,356	\$2,255	\$1,517	\$2,429
Industrial Park	1,000 sf GFA	\$2,270	\$2,847	\$2,236	\$1,423	\$2,302	\$2,204	\$1,483	\$2,373
Manufacturing	1,000 sf GFA	\$1,953	\$2,450	\$1,924	\$1,224	\$1,981	\$1,897	\$1,276	\$2,042
Warehousing	1,000 sf GFA	\$1,241	\$1,556	\$1,222	\$778	\$1,258	\$1,205	\$810	\$1,297
Mini-Warehouse	1,000 sf GFA	\$271	\$339	\$266	\$170	\$274	\$263	\$177	\$283
Utilities	1,000 sf GFA	\$2,006	\$2,516	\$1,976	\$1,257	\$2,034	\$1,948	\$1,310	\$2,097
PORT and TERMINAL									
Truck Terminal	Employee	\$1,452	\$1,821	\$1,430	\$910	\$1,472	\$1,410	\$948	\$1,518
Park-and-Ride Lot with Bus Service	Parking Space	\$299	\$375	\$294	\$187	\$303	\$290	\$195	\$312

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 1

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
RESIDENTIAL								
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	1.05	2,043
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.89	1,063
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.89	995
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.89	892
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.75	853
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	0.54	271
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	0.54	114
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	0.54	177
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.54	271
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	0.54	645
INSTITUTIONAL								
County Park	1	412	0.06	Acre	1.00	0.06	1.00	116
Beach Park	1	415	1.30	Acre	1.00	1.30	1.00	2,505
Regional Park	1	417	0.20	Acre	1.00	0.20	1.00	385
Golf Course	1	430	0.30	Acre	1.00	0.30	1.00	578
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	1.00	6,455
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	0.85	115
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	1.00	25,877
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.85	6,355
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	0.85	6,633
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	0.66	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.66	1,513
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.66	1,234
Church		560	0.66	1,000 sf GFA	1.00	0.66	0.68	865
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	0.68	17,269
Library		590	7.09	1,000 sf GFA	1.00	7.09	0.57	7,787
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	0.79	1,796
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	0.46	372
BUSINESS & COMMERCIAL								
Hotel		310	0.59	Room	1.00	0.59	0.90	1,023
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.90	694
Motel		320	0.47	Room	1.00	0.47	0.90	815
Resort Hotel	3	330	0.42	Room	1.00	0.42	1.00	809
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	1.00	6,489
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	0.38	2,040
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GFA	0.66	1.79	0.59	2,033
Free-Standing Discount Store		815	5.06	1,000 sf GLA	0.83	4.20	0.38	3,075
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.49	3,382
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	1.06	5,588
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	1.06	7,603
Shopping Center	5	820	n/a (see note)	1,000 sf GFA	0.66	n/a	0.59	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1.00	2,912
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.54	4,364
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	0.52	6,236
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.52	13,100
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	0.28	9,344
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.58	3,306
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	0.63	2,339
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	0.81	3,090
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	0.63	4,138
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	0.26	4,027
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	0.26	2,949
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	0.26	2,938
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	0.63	2,959
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.63	3,627
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.63	1,844
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	0.37	4,768
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.37	14,572
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.37	9,612
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	0.37	4,659
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	0.37	4,886
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	0.74	4,655
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	0.49	1,203
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.49	2,549
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.49	3,109
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	0.59	2,874
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	0.37	2,821
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	0.37	3,134
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	1.06	442
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.28	4,843
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	0.42	14,218
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	0.42	19,618

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 1

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
OFFICE								
Clinic	1	630	1.23	Employee	1.00	1.23	0.89	2,109
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.89	2,555
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	0.89	2,401
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	0.89	2,967
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	0.89	6,379
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	0.57	11,960
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	0.89	2,572
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	0.89	1,852
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	0.89	2,212
INDUSTRIAL								
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	1.37	2,587
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	1.37	2,323
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	1.37	2,270
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	1.37	1,953
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	1.37	1,241
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.54	271
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.37	2,006
PORT and TERMINAL								
Truck Terminal	1	30	0.55	Employee	1.00	0.55	1.37	1,452
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	0.25	299

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$1,927 Per New PM Peak Hour Trip	X	Trip Length Adjustment Factor	=	Impact Fee per Unit of Development
(3)				(4)		(5)

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 2

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
RESIDENTIAL								
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	1.05	2,563
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.89	1,334
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.89	1,247
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.89	1,118
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.75	1,069
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	0.54	339
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	0.54	144
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	0.54	222
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.54	339
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	0.54	809
INSTITUTIONAL								
County Park	1	412	0.06	Acre	1.00	0.06	1.00	145
Beach Park	1	415	1.30	Acre	1.00	1.30	1.00	3,142
Regional Park	1	417	0.20	Acre	1.00	0.20	1.00	483
Golf Course	1	430	0.30	Acre	1.00	0.30	1.00	725
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	1.00	8,096
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	0.85	144
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	1.00	32,456
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.85	7,970
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	0.85	8,319
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	0.66	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.66	1,898
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.66	1,547
Church		560	0.66	1,000 sf GFA	1.00	0.66	0.68	1,085
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	0.68	21,659
Library		590	7.09	1,000 sf GFA	1.00	7.09	0.57	9,766
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	0.79	2,253
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	0.46	467
BUSINESS & COMMERCIAL								
Hotel		310	0.59	Room	1.00	0.59	0.90	1,283
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.90	870
Motel		320	0.47	Room	1.00	0.47	0.90	1,022
Resort Hotel	3	330	0.42	Room	1.00	0.42	1.00	1,015
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	1.00	8,138
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	0.38	2,559
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GFA	0.66	1.79	0.59	2,550
Free-Standing Discount Store		815	5.06	1,000 sf GLA	0.83	4.20	0.38	3,857
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.49	4,241
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	1.06	7,009
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	1.06	9,536
Shopping Center	5	820	n/a (see note)	1,000 sf GFA	0.66	n/a	0.59	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1.00	3,653
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.54	5,474
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	0.52	7,822
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.52	16,431
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	0.28	11,720
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.58	4,147
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	0.63	2,933
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	0.81	3,876
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	0.63	5,190
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	0.26	5,051
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	0.26	3,699
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	0.26	3,685
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	0.63	3,711
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.63	4,549
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.63	2,313
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	0.37	5,980
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.37	18,277
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.37	12,055
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	0.37	5,843
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	0.37	6,128
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	0.74	5,839
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	0.49	1,509
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.49	3,197
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.49	3,900
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	0.59	3,604
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	0.37	3,539
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	0.37	3,931
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	1.06	554
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.28	6,074
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	0.42	17,833
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	0.42	24,606

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 2

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
OFFICE								
Clinic	1	630	1.23	Employee	1.00	1.23	0.89	2,646
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.89	3,205
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	0.89	3,011
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	0.89	3,721
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	0.89	8,001
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	0.57	15,001
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	0.89	3,226
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	0.89	2,323
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	0.89	2,775
INDUSTRIAL								
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	1.37	3,245
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	1.37	2,914
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	1.37	2,847
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	1.37	2,450
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	1.37	1,556
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.54	339
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.37	2,516
PORT and TERMINAL								
Truck Terminal	1	30	0.55	Employee	1.00	0.55	1.37	1,821
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	0.25	375

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$2,417 Per New PM Peak Hour Trip	X	Trip Length Adjustment Factor	=	Impact Fee per Unit of Development
(3)				(4)		(5)

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 3

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
RESIDENTIAL								
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	1.05	2,012
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.89	1,047
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.89	979
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.89	878
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.75	840
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	0.54	266
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	0.54	113
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	0.54	174
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.54	266
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	0.54	635
INSTITUTIONAL								
County Park	1	412	0.06	Acre	1.00	0.06	1.00	114
Beach Park	1	415	1.30	Acre	1.00	1.30	1.00	2,467
Regional Park	1	417	0.20	Acre	1.00	0.20	1.00	379
Golf Course	1	430	0.30	Acre	1.00	0.30	1.00	569
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	1.00	6,356
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	0.85	113
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	1.00	25,483
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.85	6,258
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	0.85	6,532
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	0.66	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.66	1,490
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.66	1,215
Church		560	0.66	1,000 sf GFA	1.00	0.66	0.68	852
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	0.68	17,006
Library		590	7.09	1,000 sf GFA	1.00	7.09	0.57	7,668
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	0.79	1,769
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	0.46	367
BUSINESS & COMMERCIAL								
Hotel		310	0.59	Room	1.00	0.59	0.90	1,008
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.90	683
Motel		320	0.47	Room	1.00	0.47	0.90	803
Resort Hotel	3	330	0.42	Room	1.00	0.42	1.00	797
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	1.00	6,390
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	0.38	2,009
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GFA	0.66	1.79	0.59	2,002
Free-Standing Discount Store		815	5.06	1,000 sf GLA	0.83	4.20	0.38	3,028
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.49	3,330
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	1.06	5,503
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	1.06	7,487
Shopping Center	5	820	n/a (see note)	1,000 sf GLA	0.66	n/a	0.59	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1.00	2,868
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.54	4,298
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	0.52	6,141
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.52	12,901
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	0.28	9,202
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.58	3,256
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	0.63	2,303
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	0.81	3,043
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	0.63	4,075
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	0.26	3,966
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	0.26	2,904
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	0.26	2,894
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	0.63	2,914
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.63	3,572
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.63	1,816
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	0.37	4,695
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.37	14,350
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.37	9,465
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	0.37	4,588
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	0.37	4,811
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	0.74	4,584
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	0.49	1,185
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.49	2,510
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.49	3,062
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	0.59	2,830
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	0.37	2,778
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	0.37	3,086
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	1.06	435
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.28	4,769
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	0.42	14,002
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	0.42	19,319

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 3

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
OFFICE								
Clinic	1	630	1.23	Employee	1.00	1.23	0.89	2,077
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.89	2,516
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	0.89	2,364
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	0.89	2,922
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	0.89	6,282
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	0.57	11,778
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	0.89	2,533
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	0.89	1,824
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	0.89	2,178
INDUSTRIAL								
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	1.37	2,548
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	1.37	2,288
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	1.37	2,236
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	1.37	1,924
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	1.37	1,222
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.54	266
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.37	1,976
PORT and TERMINAL								
Truck Terminal	1	30	0.55	Employee	1.00	0.55	1.37	1,430
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	0.25	294

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$1,897 Per New PM Peak Hour Trip	X	Trip Length Adjustment Factor	=	Impact Fee per Unit of Development
(3)				(4)		(5)

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

<u>Code</u>	<u>Land Use</u>	<u>Pass-By Trip Reduction Factor</u>
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 4

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
RESIDENTIAL								
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	1.05	1,281
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.89	666
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.89	623
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.89	559
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.75	534
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	0.54	170
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	0.54	72
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	0.54	111
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.54	170
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	0.54	404
INSTITUTIONAL								
County Park	1	412	0.06	Acre	1.00	0.06	1.00	72
Beach Park	1	415	1.30	Acre	1.00	1.30	1.00	1,570
Regional Park	1	417	0.20	Acre	1.00	0.20	1.00	242
Golf Course	1	430	0.30	Acre	1.00	0.30	1.00	362
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	1.00	4,045
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	0.85	72
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	1.00	16,217
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.85	3,982
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	0.85	4,157
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	0.66	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.66	948
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.66	773
Church		560	0.66	1,000 sf GFA	1.00	0.66	0.68	542
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	0.68	10,822
Library		590	7.09	1,000 sf GFA	1.00	7.09	0.57	4,880
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	0.79	1,126
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	0.46	233
BUSINESS & COMMERCIAL								
Hotel		310	0.59	Room	1.00	0.59	0.90	641
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.90	435
Motel		320	0.47	Room	1.00	0.47	0.90	511
Resort Hotel	3	330	0.42	Room	1.00	0.42	1.00	507
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	1.00	4,066
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	0.38	1,279
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GFA	0.66	1.79	0.59	1,274
Free-Standing Discount Store		815	5.06	1,000 sf GLA	0.83	4.20	0.38	1,927
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.49	2,119
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	1.06	3,502
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	1.06	4,764
Shopping Center	5	820	n/a (see note)	1,000 sf GFA	0.66	n/a	0.59	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1.00	1,825
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.54	2,735
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	0.52	3,908
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.52	8,210
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	0.28	5,856
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.58	2,072
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	0.63	1,466
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	0.81	1,937
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	0.63	2,593
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	0.26	2,524
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	0.26	1,848
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	0.26	1,841
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	0.63	1,854
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.63	2,273
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.63	1,156
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	0.37	2,988
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.37	9,132
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.37	6,024
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	0.37	2,920
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	0.37	3,062
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	0.74	2,917
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	0.49	754
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.49	1,598
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.49	1,949
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	0.59	1,801
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	0.37	1,768
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	0.37	1,964
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	1.06	277
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.28	3,035
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	0.42	8,910
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	0.42	12,294

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 4

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
OFFICE								
Clinic	1	630	1.23	Employee	1.00	1.23	0.89	1,322
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.89	1,601
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	0.89	1,505
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	0.89	1,859
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	0.89	3,998
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	0.57	7,495
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	0.89	1,612
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	0.89	1,161
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	0.89	1,386
INDUSTRIAL								
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	1.37	1,621
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	1.37	1,456
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	1.37	1,423
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	1.37	1,224
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	1.37	778
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.54	170
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.37	1,257
PORT and TERMINAL								
Truck Terminal	1	30	0.55	Employee	1.00	0.55	1.37	910
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	0.25	187

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$1,208 Per New PM Peak Hour Trip	X	Trip Length Adjustment Factor	=	Impact Fee per Unit of Development
(3)				(4)		(5)

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 5

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
RESIDENTIAL								
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	1.05	2,072
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.89	1,078
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.89	1,009
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.89	904
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.75	865
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	0.54	274
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	0.54	116
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	0.54	179
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.54	274
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	0.54	654
INSTITUTIONAL								
County Park	1	412	0.06	Acre	1.00	0.06	1.00	117
Beach Park	1	415	1.30	Acre	1.00	1.30	1.00	2,540
Regional Park	1	417	0.20	Acre	1.00	0.20	1.00	391
Golf Course	1	430	0.30	Acre	1.00	0.30	1.00	586
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	1.00	6,545
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	0.85	116
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	1.00	26,240
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.85	6,444
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	0.85	6,726
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	0.66	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.66	1,535
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.66	1,251
Church		560	0.66	1,000 sf GFA	1.00	0.66	0.68	877
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	0.68	17,511
Library		590	7.09	1,000 sf GFA	1.00	7.09	0.57	7,896
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	0.79	1,821
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	0.46	377
BUSINESS & COMMERCIAL								
Hotel		310	0.59	Room	1.00	0.59	0.90	1,037
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.90	703
Motel		320	0.47	Room	1.00	0.47	0.90	826
Resort Hotel	3	330	0.42	Room	1.00	0.42	1.00	821
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	1.00	6,579
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	0.38	2,069
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GLA	0.66	1.79	0.59	2,062
Free-Standing Discount Store		815	5.06	1,000 sf GFA	0.83	4.20	0.38	3,118
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.49	3,429
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	1.06	5,666
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	1.06	7,709
Shopping Center	5	820	n/a (see note)	1,000 sf GFA	0.66	n/a	0.59	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1.00	2,953
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.54	4,425
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	0.52	6,324
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.52	13,284
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	0.28	9,475
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.58	3,352
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	0.63	2,371
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	0.81	3,134
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	0.63	4,196
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	0.26	4,084
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	0.26	2,991
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	0.26	2,979
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	0.63	3,000
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.63	3,678
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.63	1,870
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	0.37	4,835
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.37	14,776
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.37	9,747
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	0.37	4,724
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	0.37	4,954
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	0.74	4,720
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	0.49	1,220
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.49	2,585
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.49	3,153
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	0.59	2,914
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	0.37	2,861
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	0.37	3,178
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	1.06	448
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.28	4,910
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	0.42	14,418
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	0.42	19,893

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 5

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
OFFICE								
Clinic	1	630	1.23	Employee	1.00	1.23	0.89	2,139
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.89	2,591
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	0.89	2,434
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	0.89	3,008
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	0.89	6,469
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	0.57	12,128
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	0.89	2,608
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	0.89	1,878
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	0.89	2,243
INDUSTRIAL								
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	1.37	2,623
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	1.37	2,356
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	1.37	2,302
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	1.37	1,981
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	1.37	1,258
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.54	274
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.37	2,034
PORT and TERMINAL								
Truck Terminal	1	30	0.55	Employee	1.00	0.55	1.37	1,472
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	0.25	303

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$1,954 Per New PM Peak Hour Trip	X	Trip Length Adjustment Factor	=	Impact Fee per Unit of Development
(3)				(4)		(5)

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

<u>Code</u>	<u>Land Use</u>	<u>Pass-By Trip Reduction Factor</u>
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 6

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
RESIDENTIAL								
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	1.05	1,984
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.89	1,032
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.89	966
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.89	866
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.75	828
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	0.54	263
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	0.54	111
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	0.54	172
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.54	263
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	0.54	626
INSTITUTIONAL								
County Park	1	412	0.06	Acre	1.00	0.06	1.00	112
Beach Park	1	415	1.30	Acre	1.00	1.30	1.00	2,432
Regional Park	1	417	0.20	Acre	1.00	0.20	1.00	374
Golf Course	1	430	0.30	Acre	1.00	0.30	1.00	561
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	1.00	6,267
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	0.85	111
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	1.00	25,125
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.85	6,170
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	0.85	6,440
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	0.66	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.66	1,469
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.66	1,198
Church		560	0.66	1,000 sf GFA	1.00	0.66	0.68	840
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	0.68	16,767
Library		590	7.09	1,000 sf GFA	1.00	7.09	0.57	7,560
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	0.79	1,744
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	0.46	361
BUSINESS & COMMERCIAL								
Hotel		310	0.59	Room	1.00	0.59	0.90	993
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.90	673
Motel		320	0.47	Room	1.00	0.47	0.90	791
Resort Hotel	3	330	0.42	Room	1.00	0.42	1.00	786
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	1.00	6,300
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	0.38	1,981
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GFA	0.66	1.79	0.59	1,974
Free-Standing Discount Store		815	5.06	1,000 sf GLA	0.83	4.20	0.38	2,986
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.49	3,283
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	1.06	5,426
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	1.06	7,382
Shopping Center	5	820	n/a (see note)	1,000 sf GLA	0.66	n/a	0.59	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1.00	2,828
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.54	4,237
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	0.52	6,055
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.52	12,720
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	0.28	9,073
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.58	3,210
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	0.63	2,271
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	0.81	3,000
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	0.63	4,017
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	0.26	3,910
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	0.26	2,864
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	0.26	2,853
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	0.63	2,873
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.63	3,522
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.63	1,791
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	0.37	4,629
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.37	14,148
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.37	9,332
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	0.37	4,523
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	0.37	4,744
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	0.74	4,520
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	0.49	1,168
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.49	2,475
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.49	3,019
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	0.59	2,790
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	0.37	2,739
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	0.37	3,043
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	1.06	429
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.28	4,702
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	0.42	13,805
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	0.42	19,048

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 6

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
OFFICE								
Clinic	1	630	1.23	Employee	1.00	1.23	0.89	2,048
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.89	2,481
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	0.89	2,331
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	0.89	2,880
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	0.89	6,194
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	0.57	11,613
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	0.89	2,498
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	0.89	1,798
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	0.89	2,148
INDUSTRIAL								
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	1.37	2,512
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	1.37	2,255
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	1.37	2,204
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	1.37	1,897
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	1.37	1,205
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.54	263
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.37	1,948
PORT and TERMINAL								
Truck Terminal	1	30	0.55	Employee	1.00	0.55	1.37	1,410
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	0.25	290

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$1,871 Per New PM Peak Hour Trip	X	Trip Length Adjustment Factor	=	Impact Fee per Unit of Development
(3)				(4)		(5)

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 7

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
RESIDENTIAL								
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	1.05	1,335
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.89	694
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.89	650
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.89	582
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.75	557
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	0.54	177
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	0.54	75
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	0.54	116
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.54	177
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	0.54	421
INSTITUTIONAL								
County Park	1	412	0.06	Acre	1.00	0.06	1.00	76
Beach Park	1	415	1.30	Acre	1.00	1.30	1.00	1,636
Regional Park	1	417	0.20	Acre	1.00	0.20	1.00	252
Golf Course	1	430	0.30	Acre	1.00	0.30	1.00	378
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	1.00	4,216
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	0.85	75
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	1.00	16,902
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.85	4,151
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	0.85	4,332
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	0.66	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.66	988
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.66	806
Church		560	0.66	1,000 sf GFA	1.00	0.66	0.68	565
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	0.68	11,279
Library		590	7.09	1,000 sf GFA	1.00	7.09	0.57	5,086
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	0.79	1,173
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	0.46	243
BUSINESS & COMMERCIAL								
Hotel		310	0.59	Room	1.00	0.59	0.90	668
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.90	453
Motel		320	0.47	Room	1.00	0.47	0.90	532
Resort Hotel	3	330	0.42	Room	1.00	0.42	1.00	529
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	1.00	4,238
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	0.38	1,333
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GLA	0.66	1.79	0.59	1,328
Free-Standing Discount Store		815	5.06	1,000 sf GFA	0.83	4.20	0.38	2,008
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.49	2,209
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	1.06	3,650
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	1.06	4,966
Shopping Center	5	820	n/a (see note)	1,000 sf GFA	0.66	n/a	0.59	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1.00	1,902
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.54	2,850
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	0.52	4,073
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.52	8,557
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	0.28	6,103
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.58	2,159
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	0.63	1,528
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	0.81	2,018
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	0.63	2,703
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	0.26	2,630
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	0.26	1,926
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	0.26	1,919
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	0.63	1,933
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.63	2,369
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.63	1,205
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	0.37	3,114
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.37	9,518
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.37	6,278
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	0.37	3,043
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	0.37	3,191
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	0.74	3,040
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	0.49	786
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.49	1,665
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.49	2,031
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	0.59	1,877
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	0.37	1,843
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	0.37	2,047
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	1.06	288
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.28	3,163
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	0.42	9,287
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	0.42	12,814

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 7

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
OFFICE								
Clinic	1	630	1.23	Employee	1.00	1.23	0.89	1,378
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.89	1,669
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	0.89	1,568
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	0.89	1,938
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	0.89	4,167
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	0.57	7,812
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	0.89	1,680
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	0.89	1,210
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	0.89	1,445
INDUSTRIAL								
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	1.37	1,690
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	1.37	1,517
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	1.37	1,483
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	1.37	1,276
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	1.37	810
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.54	177
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.37	1,310
PORT and TERMINAL								
Truck Terminal	1	30	0.55	Employee	1.00	0.55	1.37	948
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	0.25	195

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$1,258 Per New PM Peak Hour Trip	X	Trip Length Adjustment Factor	=	Impact Fee per Unit of Development
(3)				(4)		(5)

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

<u>Code</u>	<u>Land Use</u>	<u>Pass-By Trip Reduction Factor</u>
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 8

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
RESIDENTIAL								
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	1.05	2,136
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.89	1,112
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.89	1,040
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.89	932
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.75	891
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	0.54	283
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	0.54	120
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	0.54	185
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.54	283
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	0.54	674
INSTITUTIONAL								
County Park	1	412	0.06	Acre	1.00	0.06	1.00	121
Beach Park	1	415	1.30	Acre	1.00	1.30	1.00	2,619
Regional Park	1	417	0.20	Acre	1.00	0.20	1.00	403
Golf Course	1	430	0.30	Acre	1.00	0.30	1.00	604
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	1.00	6,748
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	0.85	120
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	1.00	27,053
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.85	6,643
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	0.85	6,935
Elementary School	4	520	n/a (see note)	1,000 sf GFA	1.00	n/a	0.66	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.66	1,582
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.66	1,290
Church		560	0.66	1,000 sf GFA	1.00	0.66	0.68	904
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	0.68	18,054
Library		590	7.09	1,000 sf GFA	1.00	7.09	0.57	8,141
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	0.79	1,878
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	0.46	389
BUSINESS & COMMERCIAL								
Hotel		310	0.59	Room	1.00	0.59	0.90	1,070
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.90	725
Motel		320	0.47	Room	1.00	0.47	0.90	852
Resort Hotel	3	330	0.42	Room	1.00	0.42	1.00	846
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	1.00	6,783
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	0.38	2,133
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GFA	0.66	1.79	0.59	1,226
Free-Standing Discount Store		815	5.06	1,000 sf GLA	0.83	4.20	0.38	3,215
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.49	3,535
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	1.06	5,842
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	1.06	7,948
Shopping Center	5	820	n/a (see note)	1,000 sf GFA	0.66	n/a	0.59	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	1.00	3,045
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.54	4,563
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	0.52	6,520
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.52	13,696
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	0.28	9,769
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.58	3,456
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	0.63	2,445
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	0.81	3,231
Automobile Parts Sales	1,3	843	5.98	1,000 sf GFA	0.57	3.41	0.63	4,326
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	0.26	4,210
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	0.26	3,083
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	0.26	3,072
Self-Service Car Wash	2(h)	947	5.54	Wash Stall	0.44	2.44	0.63	3,093
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.63	3,792
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.63	1,928
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	0.37	4,985
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.37	15,234
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.37	10,049
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	0.37	4,871
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	0.37	5,108
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	0.74	4,867
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	0.49	1,258
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.49	2,665
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.49	3,251
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	0.59	3,004
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	0.37	2,950
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	0.37	3,277
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	1.06	462
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.28	5,063
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	0.42	14,865
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	0.42	20,510

Appendix D
Whatcom County Schedule of Transportation Impact Fees
Transportation Service Area TSA - 8

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Trip Length Adjustment Factor (4)	Impact Fee Per Unit (5)
OFFICE								
Clinic	1	630	1.23	Employee	1.00	1.23	0.89	2,205
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.89	2,671
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	0.89	2,510
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	0.89	3,102
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	0.89	6,669
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	0.57	12,504
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	0.89	2,689
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	0.89	1,936
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	0.89	2,313
INDUSTRIAL								
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	1.37	2,705
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	1.37	2,429
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	1.37	2,373
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	1.37	2,042
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	1.37	1,297
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.54	283
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.37	2,097
PORT and TERMINAL								
Truck Terminal	1	30	0.55	Employee	1.00	0.55	1.37	1,518
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	0.25	312

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area, TSA = Transportation Service Area

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$2,014 Per New PM Peak Hour Trip	X	Trip Length Adjustment Factor	=	Impact Fee per Unit of Development
(3)				(4)		(5)

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2008). Intended for the sole use by the Whatcom County.