Tacoma Planning Commission

Impact Fees Check-In

May 19th, 2021
1. Impact Fees Refresher & Project Schedule
2. Follow-Up on Commission Questions
3. Growth Projections & Transportation Projects
4. Collaborating with Key Tacoma Groups
5. Update on Fire Impact Fees Framework
6. Next Steps
Impact Fees Refresher

- **One-time** charges paid by new development
- “Growth should pay for growth”
- Authorized by **RCW 82.02.050-.110** and regulated by **WAC 365-196-850**

- **Fire**
  - Funds fire and EMS equipment, apparatus, and facilities

- **Transportation**
  - Funds projects to add transportation capacity in right-of-way of streets/roads

- **Parks**
  - Funds park facilities, development of parks, and adding park acreage

- **Schools**
  - Funds school buildings and equipment
Project Schedule

1. Project initiation & project management meetings
   1.1 Kickoff meeting
   1.2 Project management and check-in meetings

2. Review of Neighboring Programs
   Review of neighboring jurisdiction impact fees

3. Program Considerations & Research
   3.1 Growth projections
   3.3 Fire Department project list
   3.3 Transportation project list
   3.4 Comparison of development fees
   3.5 Inclusive outreach strategy

4. Program Recommendations
   4.1 Transportation Impact Fee Framework
   4.2 Fire Impact Fee Framework
   4.3 Final Report
Commission Questions
Outreach to Latinx groups in addition to Centro Latino?
  • Substantial outreach to many community groups will be incorporated into Phase 3.

What types of projects would we consider funding with impact fees?
  • See projects discussion later in this presentation.

Will the program have different geographic zones?
  • This is a policy consideration in program development.

Would impact fees be charged for all uses?
  • For transportation and fire, yes, although the City can provide exemptions for low-income housing, some uses of “broad public purposes” under state law.
  • For schools/parks fees, can be charged just to residential uses.
Growth Projections
Growth Projections

– Program horizon is 20 years (~2022-2042)
– Land use growth was estimated using:
  • PSRC Travel Demand Model inputs (2014 and 2040)
  • LEHD Employment Data (2018)
  • US Census ACS Data (2019)
Transportation Projects
Transportation Projects

- 376 projects considered
- Projects sourced from:
  - Transportation Master Plan
  - Transportation Improvement Program (2021-2026)
  - Capital Facilities Plan
  - Local Road Safety Plan
  - Subarea Plans
    - Hilltop
    - Tacoma Mall
    - North Downtown
    - South Downtown
## Transportation Projects

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<tr>
<th>Impact Fee Eligibility</th>
<th>Transit</th>
<th>Ped/Bike</th>
<th>Motorized</th>
<th>Total</th>
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All Transportation Projects
Motorized Projects
Ped/Bike Projects
Transit Projects
Coordinating with Key Tacoma Groups
Collaborating with Key Tacoma Groups

– Centro Latino
– Commission on Immigrant and Refugee Affairs
– Human Rights Commission
Tacoma Permit Advisory Task Force Input

Key Questions:
• How do impact fees align with housing affordability?
• Why now?
• What is the project list?
• How is equity being considered?
• How will impact fees streamline the development process?

Requests:
• Develop a "Mission Statement"
• Demonstrate that impact fees are the best way to fund infrastructure
• Slow down the process
Fire Impact Fee Framework
Fire Impact Fee Process and Data Sources

GMA Impact Data Input
- Growth Projections
- Level of Service Application
- Identify Future Need
- Estimate Proportionate Share

City of Tacoma Fire Department
- 2022-2042 Growth Projections
- Fire Standards of Cover
- 2012 Facilities Master Plan 2015 Fleet Study
- General Fund (Levy Funding)

Impact Fee Rate Schedule
Fire Impact Fee Framework

- Adopted fire LOS Standard from *One Tacoma Plan*: 0.109 apparatus per 1,000 people
  - Example: 127,000 new residents \( \times 0.109 \) apparatus per 1,000 people = 13.843 apparatus
- Updates to both the Facilities Master Plan and Standards of Cover studies were put on hold during 2020 due to the global COVID pandemic
- Tacoma Fire Department has capital needs at the system level (e.g., electronic dispatch) and at the station levels
Discussion & Next Steps