

## CITY COUNCIL STUDY SESSION

Transmittal of the Transportation Commission recommendation to adopt the 2019-2030 Transportation Facilities Plan (TFP)

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## DIRECTION NEEDED FROM COUNCIL

### DIRECTION

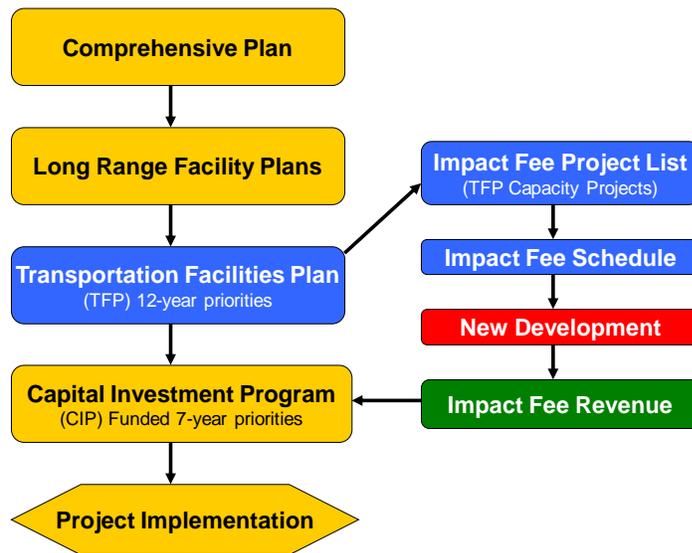
1. With Council direction, staff will return to a subsequent Regular Session with legislation to adopt the proposed 2019-2030 TFP.
2. With Council direction, staff will return to a subsequent Study Session with information and options for conducting a Land Use and Transportation Study of the Mobility Management Areas (MMAs) of northeast Bellevue.
3. With Council direction, staff will return to a subsequent Study Session with information and options for updating the Transportation Impact Fee Schedule.

## RECOMMENDATION

Return to a subsequent Regular Session with legislation to adopt the proposed 2019-2030 TFP, *including* TFP-158 SE 16<sup>th</sup> Street sidewalk and bike lanes (staff recommendation); and return to future Study Session(s) with information and options for a) conducting a new Land Use and Transportation Study of the northeast Bellevue MMAs, and b) updating the Transportation Impact Fee Schedule.

## BACKGROUND & ANALYSIS

The TFP is a 12-year transportation program; a listing of planned improvements balanced to projected revenues. This program is one phase in the City's multi-phased approach to planning for future transportation improvements, represented by the left-hand boxes in the diagram below. The diagram below depicts the relationship between the Comprehensive Plan, long-range facility plans, the TFP, impact fee project list, impact fee schedule and the Capital Investment Program (CIP) Plan.



Attachment A provides additional background on the purpose and history of the TFP. Attachment C is the Transportation Commission’s Proposed 2019-2030 TFP document.

**2019-2030 TFP Update Process**

The Transportation Commission started the process to update the TFP in October 2017. Key steps included a review of the status of projects in the current 2016-2027 TFP, identification of candidate projects for the updated TFP, endorsement of evaluation criteria, and evaluation and scoring of projects according to the criteria. Projects were prioritized based on their ranking according to the criteria, as well as additional relevant considerations, including extent of prior investment in project development and public input.

The Preliminary 2019-2030 TFP project list and funding allocations were presented to Council on July 9, 2018. Council agreed to use the Transportation Commission’s recommended project list to continue the TFP update process into the environmental review phase and added one additional project recommended by staff: TFP-158 which is to install a sidewalk and bike lanes on SE 16<sup>th</sup> Street between 148<sup>th</sup> Avenue SE and 156<sup>th</sup> Avenue SE. This project generated mixed comments during the TFP public outreach process; the numbers of “pro” and “con” comments were similar, but the “con” commenters were more vocal and more present at meetings of the Transportation Commission. Staff continue to believe this is a good project that will serve students accessing school buses and address gaps in the pedestrian and bicycle system networks.

The project list for the 2019-2030 TFP is very similar to the set of projects evaluated for the earlier 2013-2024 TFP and for the current 2016-2027 TFP (only a few new projects are added). This was a significant factor in the determination by the City’s Environmental Coordinator that a Supplemental Environmental Impact Statement (EIS) was the appropriate approach to address State Environmental Policy Act (SEPA) requirements for environmental analysis for this TFP cycle. Under a Supplemental EIS, the SEPA documentation for the 2019-2030 TFP builds on the documentation prepared for the

2013-2024 TFP and the 2016-2027 TFP, rather than being a stand-alone document. A Draft Supplemental EIS for the 2019-2030 TFP was published on March 15. It is anticipated a Final Supplemental EIS will be published in mid to late June.

### **Transportation Commission TFP Update Recommendation**

At their meeting on May 23, the Transportation Commission voted 4-2 (Commissioner Woosley was absent) to recommend to Council the adoption of the proposed 2019-2030 TFP and impact fee project list. This decision followed a tie vote (3-3, Commission Vice-Chair Chirls absent) at the May 9 meeting of the Commission. A significant concern for Commission Members was the element of the environmental analysis that shows a projected exceedance of City standards for vehicular congestion in the 2030 horizon year in three Mobility Management Areas (Bridle Trails MMA 2, NE Bellevue MMA 6, East Bellevue MMA 9). Attachment C is the Commission's 2019-2030 TFP Update recommendation transmittal memorandum.

Transportation Commission Chair Wu plans to attend the June 10 Council meeting to present and discuss the Commission's recommendation.

### **Transportation Impact Fee Program**

Chapter 22.16 of the Bellevue City Code (BCC) constitutes the City's Transportation Impact Fee Program and is enacted pursuant to Chapter 82.02 of the Revised Code of Washington (RCW). Pursuant to BCC Chapter 22.16, the impact fee project list consists of the transportation improvements in the TFP needed to provide capacity on City roadways, where the capacity needs are reasonably related in part or in whole to new development. The impact fee project list is adopted by Council when it adopts the TFP.

The boxes on the right side of the Transportation Project Planning and Programming Process diagram presented above depict the relationship between the TFP, the impact fee project list, the impact fee schedule, and the fee revenue returning to partially fund the CIP Plan.

Fifteen of the projects in the proposed 2019-2030 TFP project list are identified as Impact Fee projects. All of these projects add vehicular capacity and are expected to be completed and available for use by 2030. Under BCC Chapter 22.16, impact fees are calculated as the ratio of growth-related transportation facility improvement (impact fee project) costs to land use growth estimates (converted to new PM peak hour trip ends). The City's current Transportation Impact Fee Program was adopted by Council on May 4, 2009 (Ordinance No. 5871).

In 2015, associated with the development of the 2016-2027 TFP, staff prepared a 2015 Update to the City of Bellevue Transportation Impact Fee Program Report. This report provided the documentation that, based upon the impact fee projects and costs in the 2016-2027 TFP, the cost per growth trip – the maximum allowable impact fee – was calculated to be \$7,992 per new trip. Council could then set the actual fee charged to new development at any amount up to this maximum allowable fee rate. The 2016 impact fee rate schedule was set by separate Council action on December 14, 2015 (Ordinance No. 6266-D). Effective January 1, 2016, that ordinance imposed a fee of \$4,703 per new trip with a fixed 3 percent annual administrative increase to be imposed January 1 of each subsequent year. The current 2019 trip rate charged is \$5,139.

For the current process, staff is preparing an updated Transportation Impact Fee Program Report in conjunction with the proposed 2019-2030 TFP. Preliminary analysis of the new maximum allowable impact fee rate, based upon the updated cost of the impact fee projects and the land use growth forecast for the plan period (2030), shows that the updated TFP will continue to support the current fee rate charged. The initial analysis indicates a new maximum impact fee per PM Peak Hour Trip rate to a range of between \$12,500 – \$17,500. The following factors have contributed to the significant increase in this maximum allowable rate:

- Lower (new) trip generation rates (based on the latest Institute of Traffic Engineers (ITE) Trip Generation Manual (2017));
- Increased project costs;
- Inclusion of the cost of three previously constructed impact fee projects which will continue to provide capacity for new growth and development (per BCC 22.16.090.E); and
- Inclusion of debt service interest payments, associated with both Limited Tax General Obligation (LTGO) Bonds and the TIFIA loan, used as funding sources on the active and/or recently constructed impact fee projects (BCC 22.16.20.V).

Staff will return to Council soon with detailed impact fee program analysis and options for Council consideration regarding potential technical and policy-based updates to the adopted Impact Fee Schedule.

## **POLICY & FISCAL IMPACTS**

### **Policy Impact**

#### Comprehensive Plan

Policy CF-1 of the Capital Facilities Element and policies TR-22, TR-34, TR-35, TR-129, and TR-132 of the Transportation Element of the Comprehensive Plan provide a framework for the City's compliance with the requirements of the Growth Management Act and the Traffic Standards Code.

#### Bellevue City Code

BCC 22.16, the Transportation Impact Fee Program, designates the TFP as the long-term transportation plan for identifying improvements to meet future development needs. The list of projects to which impact fees are applied is derived from the TFP and represents the roadway and intersection (vehicular) capacity projects that will serve growth-related traffic impacts.

BCC 22.16.050 directs that "Every two years or as otherwise directed by Council, the Transportation Commission shall review and as necessary present an update of the transportation facilities plan to the City Council for consideration."

### **Fiscal Impact**

There is no direct fiscal impact associated with the adoption of the TFP. A subset of the projects included within the proposed TFP constitute the transportation impact fee project list. This list of roadway capacity projects supports the impact fee rates included in the adopted impact fee rate schedule and will also support a proposed technical update to the impact fee schedule, to be presented and discussed at a future Council Study Session.

## OPTIONS

1. Return to a subsequent Regular Session with legislation to adopt the proposed 2019-2030 TFP, *including* TFP-158 SE 16<sup>th</sup> Street sidewalk and bike lanes (staff recommendation); and return to future Study Session(s) with information and options for a) conducting a new Land Use and Transportation Study of the northeast Bellevue MMAs, and b) updating the Transportation Impact Fee Schedule.
2. Return to a subsequent Regular Session with legislation to adopt the proposed 2019-2030 Transportation Facilities Plan, *without* TFP-158 SE 16<sup>th</sup> Street sidewalk and bike lanes (Transportation Commission recommendation); and return to future Study Session(s) with information and options for a) conducting a new Land Use and Transportation Study of the northeast Bellevue MMAs, and b) updating the Transportation Impact Fee Schedule.
3. Provide alternative direction to the Transportation Commission and staff.

## ATTACHMENTS & AVAILABLE DOCUMENTS

- A. Additional TFP Background Information
- B. Transportation Commission 2019-2030 TFP transmittal memo, dated May 23, 2019
- C. Transportation Commission Proposed 2019-2030 TFP
- D. Transportation Commission memo to City Council dated June 14, 2018 regarding 2019-2030 TFP Preliminary Project Priorities

## AVAILABLE IN COUNCIL LIBRARY

[Draft Supplemental EIS prepared for the proposed 2019-2030 TFP](#)