

**Sammamish Concurrency Revisions**

**RATE STUDY  
FOR IMPACT FEES  
FOR ROADS**

*Prepared for:*

**CITY OF SAMMAMISH, WASHINGTON**

*Prepared by:*

**DAVID EVANS AND ASSOCIATES**

*May 2006*



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## EXECUTIVE SUMMARY

The purpose of this rate study is to establish new rates for impact fees for roads in the City of Sammamish, Washington based upon changes in project costs and traffic conditions since the previous study was completed in November 2003. This study is an independent analysis completed by David Evans and Associates. This study is similar in presentation to the 2003 study for the purposes of consistency and comparison, and applies similar methodology; however the reader of this study should not infer endorsement or participation by the consultant who prepared the 2003 Rate Study.

### Changes in Project Costs Since 2003

The November 2003 impact fee calculation included seven projects totaling \$43.5 million. The number of projects necessary to accommodate development has increased to twelve and these projects are now estimated to cost \$129.3 million

### Changes in Available Revenue

The November 2003 impact fee calculation was based upon a 67.8 percent public share for and 32.2 percent private share for growth related projects. The City does not currently have sufficient projected revenue to support that level of subsidy to system projects needed to accommodate development.

### Revised Proportional Share Calculation

A proportional share calculation was completed to determine the ratio of added capacity provided by the system projects to the new traffic demand created by development. This proportional calculation demonstrated that 66.9 percent of the new capacity created by the system improvements would be used by traffic generated by new development. This calculation supports a public share as low as 33.1 percent.

### Proposed Fee

The proposed impact fee for roads is based upon the cost of transportation projects required to accommodate development in the City of Sammamish, the proportional use of the added capacity by development, and the available public revenue; including City, State and Federal Sources dedicated to transportation projects. The proposed fee is **\$25,754** per PM peak hour trip. Residential development is the dominant type of development anticipated in Sammamish. The following is a summary of the rates for various residential types.

<u>Residential Type</u>	<u>Proposed Impact Fee</u>
Single Family	<b>\$26,012</b> per dwelling unit
Condominium	<b>\$20,088</b> per dwelling unit
Apartment	<b>\$15,968</b> per dwelling unit

Fees for other land uses, such as office, retail, and recreational; based upon trip characteristics of each use are listed in Table 4.

## **Reductions to Impact Fees**

Road impact fees are paid by new developments that create transportation demand in the form of new vehicle trips on the roadway network. The impact fee ordinance may specify reductions or exemptions for low-income housing and/or "broad public purposes," but such exemptions must be paid for by the public, not increased impact fees charged to other uses.

## **Impact Fee Credits**

A developer who contributes land or constructs improvements necessary for any of the projects on the impact fee project list may receive a "credit" for the value of the dedication or construction,

## **Service Areas for Impact Fees**

The City of Sammamish has implemented a single service area approach. Impact fees per trip are the same regardless of location. The proportional share to development is determined on a City-wide aggregate basis.

## **Timing of Payment of Impact Fees**

The City of Sammamish has developed a payment schedule for various types of permit applications. The fee is paid incrementally as various permits and/or approvals are granted.

## **Uses of Impact Fee Revenue**

Impact fee revenue can be used for the capital cost of public facilities required to support development. Impact fees cannot be used to correct existing deficiencies. Impact fees can be used for design studies, engineering, land surveys, right of way acquisition, engineering, permitting, financing, administrative expenses, construction, applicable mitigation costs, and capital equipment (i.e., signals) pertaining to road capital improvements required to support development. Impact fees cannot be used for operating or maintenance expenses.

## **Expenditure Requirements for Impact Fees**

Impact fees must be spent on capital projects contained in an adopted Capital Facilities Plan (CFP), or they can be used to reimburse the government for the unused capacity of existing facilities. Impact fee revenues must be deposited into separate accounts of the government, and annual reports must describe revenue and expenditures.

## **Organization of the Study**

This impact fee rate study contains four chapters, and an appendix:

Chapter 1 summarizes the statutory basis for developing impact fees, discusses issues which must be addressed, and presents the methodology and formulas for calculating the impact fee.

Chapter 2 lists the capital improvement project costs of system improvements to roads, and subtracts existing deficiencies and non -impact fee revenues to determine the unfunded cost of eligible road projects.

Chapter 3 documents the growth in trips attributable to new development, and calculates the cost per growth trip.

Chapter 4 documents the trip generation rate for each type of land use, and calculates the road impact fee for each of the land use types.

Appendix A documents the need for additional roads, including identification of existing deficiencies in road capacity for current development, capacity of existing roads available for new development, and additional road capacity needed for new development, as specified in RCW 82.02.050(4).

## 1. BASIS AND METHODOLOGY

This study of impact fees for roads for Sammamish, Washington describes the methodology that is used to develop the fees, presents the formulas, variables and data that are the basis for the fees, and documents the calculation of the fees. The methodology is designed to comply with the requirements of The Growth Management Act.

This study uses data and levels of service standards from the Transportation Element of the City's Comprehensive Plan as amended and adopted December 2005.

### **Basis for Impact Fees**

The Growth Management Act of 1990 (Chapter 17, Washington Laws, 1990, 1st Ex. Sess.) authorizes local governments in Washington to charge impact fees. RCW 82.02.050 - 82.02.090 contain the provisions of the Growth Management Act that authorize and describe the requirements for impact fees.

### ***Issues Relating to Impact Fees***

Prior to calculating impact fee rates, several issues must be addressed in order to determine the need for, and validity of such fees: responsibility for public facilities, CFP, the need for additional road capacity, and the benefit of roads to new development.

### ***Responsibility for Public Facilities***

In general, local governments that are authorized to charge impact fees are responsible for specific public facilities for which they may charge such fees. The City of Sammamish is legally and financially responsible for the roads it owns and operates within its jurisdiction. In no case may a local government charge impact fees for private facilities, but it may charge impact fees for some public facilities that it does not administer if such facilities are "owned or operated by government entities" (RCW 82.02.090 (7)). Thus, a city or county may charge impact fees for roads, and enter into an agreement with the State of Washington for the transfer, expenditure, and reporting of road impact fees for state roads. A city may only charge and use impact fees on State roads if it has an agreement with the State, and the City CFP includes the state road projects.

## Capital Facilities Plan

There are many references in the Growth Management Act to the “capital facilities plan” (CFP) as the basis for projects that are eligible for funding by impact fees. Cities often adopt documents with different titles that fulfill the requirements pertaining to a “capital facilities plan”. The City of Sammamish Capital Improvement Plan fulfills these requirements and is considered to be the “capital facilities plan” (CFP) for the purpose of this impact fee rate study. All references to a CFP in this study are interpreted as referring to the Transportation Capital Improvement Plan of the City of Sammamish.

## Need for Additional Road Capacity

The need for additional road capacity is determined by using standards for levels of service for roads together with other metrics, such as increase in traffic volume and roadway geometrics. The analysis of needed roads must comply with the statutory requirements of identifying existing deficiency, reserve capacity and new capacity requirements for facilities. An analysis of the need for additional roads in Sammamish is presented in Appendix A.

## Determining the Benefit to Development

The Growth Management Act requires that impact fees represent 1) a proportionate share of the cost of capital facilities, 2) the required facilities are reasonably related to need created by development, and 3) reasonably related to expenditure.

### 1. Proportionate Share

First, the "proportionate share" requirement means that impact fees can be charged only for the portion of the cost of public facilities that is "reasonably related" to new development. Impact fees cannot be charged to pay for the cost of reducing or eliminating deficiencies in existing facilities.

The proportionate share requirement requires consideration of the following factors

- The requirement that facilities that benefit new development and existing users must be apportioned between the two user groups in determining the amount of the fee for new development.
- The requirement to provide adjustments and credits to impact fees, where appropriate. These requirements ensure that the amount of the impact fee does not exceed the proportionate share. The "credit" requirement reduces impact fees by the value of dedicated land, improvements or construction provided by the developer (if such facilities are in the adopted CFP, identified as the projects for which impact fees are collected, and are required as a condition of development approval).
- Consideration of past and future payments of other revenues (if such payments are earmarked in whole or in part for, the system improvements that are needed to serve new growth).

### 2. Reasonably Related to Need

The projects identified for impact fees must address a need created by development, consistent with the Comprehensive Plan. In the case of transportation, new housing, retail and/or

employment in the City creates additional travel demand (traffic) on City streets affecting the level of service of the transportation system.

- Impact fees for roads may be charged to developments that create demand for capacity on existing and/or future roads.
- Impact fees must be related to the impacts of different types of development. (i.e., different trip generation rates for different types of land use).
- Developers can request a smaller fee if they demonstrate that their development will have less impact than is presumed in the impact fee schedule calculation for their property classification. Such reduced needs must be permanent and enforceable (i.e., via land use restrictions).

Sammamish’s roads serve the entire City, therefore the impact fees for these road capital improvements are based on a single service area which encompasses the City.

### 3. Reasonably Related to Expenditures

The Growth Management Act tends to reinforce the requirement that expenditures be "reasonably related" to the development that paid the impact fee.

- Impact Fees must be earmarked for specific uses related to public facilities to ensure that expenditures are on identifiable projects, the benefit of which can be demonstrated.
- Impact fee revenue collected must be expended within 6 years.

## Methodology and Relationship to Capital Facilities Plan

Impact fees for roads are based on the list of projects in the Transportation Element of the City's Comprehensive Plan (which is the “CFP,” as noted earlier). The projects in the Transportation Element are analyzed to identify capacity used by development. The costs are apportioned between existing deficiencies (if any) and capacity used by development. The costs are adjusted to reflect other sources of revenue paid by the new development (and any payments that reduce the cost of the facility that is to be paid by impact fees). The costs are calculated per net new trip. The costs per net new trip are applied to the trip generation rates for each type of land use. The amount of the fee is determined by charging each development for the number of net new trips that it generates.

## Calculation of Impact Fee Amounts

Five formulas are used to determine the amount of impact fees for roads that are required as a result of new development:

- |                       |   |                  |   |                       |
|-----------------------|---|------------------|---|-----------------------|
| 1. Road Project Costs | - | Deficiency Costs | = | Growth Costs          |
| 2. Growth Costs       | - | Adjustments      | = | Unfunded Growth Costs |

- |    |   |   |   |
|----|---|---|---|
| 3. | Future Trips<br>predicted on the<br>Road Network by the<br>City Traffic Model | = | Growth<br>Trips on<br>Road Network                  |
| 4. | Unfunded<br>Growth<br>Costs   | ÷ | Growth<br>Trips on<br>Road Network                  |
| 5. | Cost<br>per<br>Growth Trip  | x | Trip<br>Generation<br>Rate per Land Use             |
|    |   | = | Cost<br>per<br>Growth Trip                          |
|    |   |   | Impact Fee<br>per Unit of Specific<br>Land Use Type |

## Data Sources

The data in this study of impact fees for roads in Sammamish, Washington was provided by the City of Sammamish, unless a different source is specifically cited.

## 2. ROAD SYSTEM IMPROVEMENT COSTS ELIGIBLE FOR IMPACT FEES

This chapter includes a description of the first two formulas and each variable that is used in each formula, an explanation of the use of data in the formulas, and the calculation of the unfunded capital cost of system improvements to roads that are eligible for impact fees.

The road projects listed in this chapter are eligible for impact fees because the needs analysis of the CFP projects presented in Appendix A meets the requirements of RCW 82.02.

### Formula 1: Road Project Growth Costs

The growth costs of eligible road projects are calculated by subtracting the cost attributable to existing deficiencies from the total cost of each road project as shown in the City's Transportation Element.

$$1. \text{ Road Project Cost} - \text{Deficiency Costs} = \text{Growth Costs}$$

There are two variables that require explanation: (A) the costs of road projects, and (B) deficiency costs.

### **Variable (A) Road Project Costs**

Sammamish's Transportation Element identifies capital projects needed to maintain the City's current road system, and to meet the additional demands from growth. The projects in the Transportation Element were analyzed to determine which projects are needed to serve growth. Appendix A presents the results of that analysis. The costs in this study are the same costs of the projects in the CFP. The costs of road projects used in this study include the full cost of the project, including engineering, right of way, and construction costs. The cost of road projects does not include any costs for interest or other financing. If the City decides in the future to borrow money for roads, the carrying costs for

financing can be added to the costs in this study, and the impact fee can be recalculated to include such costs.

### ***Variable (B): Deficiency Costs***

Existing deficiencies are determined by comparing existing traffic volume to existing capacity of each road that is planned for improvement. If current traffic exceeds current capacity, the “excess” trips are the number of deficient trips.

The number of deficient trips is divided by the number of additional trips that can be accommodated by the improved road or intersection. The resulting percentage is the percent of the improvement project that is attributable to the existing deficiency. Multiplying the deficiency percentage times the project cost determines the cost that is attributable to the deficiency.

### **Calculation of Road Project Growth Costs**

The calculation of growth costs of road projects that are eligible for impact fees is presented in Table 1. Columns 1 and 2 list the eligible projects and total costs from the CFP. The deficiency percent is listed in Column 3, and the deficiency cost appears in Column 4. The deficiency costs are subtracted from the total costs, and the balance (“growth cost”) is shown in Column 5.

<b>TABLE 1 GROWTH COST OF ROAD SYSTEM IMPROVEMENTS ELIGIBLE FOR IMPACT FEES</b>				
(1) Project Description	(2) Total Cost	(3) Deficiency Percent	(4) Deficiency Cost	(5) Growth Cost
<b>244th Ave NE - SE 8th St to NE 8th St</b> Widen to 3 lanes with bike lanes, curb, gutter and sidewalk; Add intersection control	14,490,000			\$14,490,000
<b>East Lake Sammamish Pkwy NE-NE Inglewood Hill Rd to NE 26th St</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	13,590,000	11.42%	\$1,550,000	\$12,040,000
<b>East Lake Sammamish Pkwy NE - NE 26th St to 196th Ave NE</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	12,260,000	11.42%	\$1,400,000	\$10,860,000
<b>East Lake Sammamish Pkwy NE - 196th Ave NE to 187th Ave NE</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	15,340,000	11.42%	\$1,750,000	\$13,590,000
<b>SE Duthie Hill Road / Issaquah-Beaver Lake Rd Intersection</b> Construct turn lanes and traffic signal	680,000			\$680,000
<b>Issaquah-Pine Lake Rd - Klahanie Blvd to SE 32nd</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	15,510,000			\$15,510,000
<b>Issaquah-Pine Lake Rd - SE 48th to Klahanie Blvd</b> Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	16,530,000			\$16,530,000
<b>East Lake Sammamish Pkwy SE / SE 24th St Intersection</b> Construct traffic signal, turn lanes, curb, gutter and sidewalk	3,470,000			\$3,470,000
<b>East Lake Sammamish Pkwy SE - 212th Ave SE to South City Limits</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	8,480,000			\$8,480,000
<b>Sahalee Way NE - 220th Ave NE to North City Limits</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	14,720,000			\$14,720,000
<b>Sahalee Way NE - NE 25th Way to 220th Ave NE</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	9,560,000			\$9,560,000
<b>228th Ave NE - NE 12th St to NE 25th Way</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	9,410,000			\$9,410,000
	134,040,000		\$4,700,000	\$129,340,000

**Formula 2: Unfunded Road Project Growth Costs**

The unfunded growth costs of eligible road projects are calculated by adjusting the growth costs to reflect other funding shown in the City's Transportation Element.

$$2. \text{ Growth Costs} - \text{ Adjustments} = \text{ Unfunded Growth Costs}$$

There is one new variable that requires explanation: (C) adjustments.

### ***Variable (C): Adjustments***

The City of Sammamish's impact fee calculations include adjustments for public funds applied to growth projects including dedicated transportation funding sources, anticipated grant revenues and proposed transfers from the general fund.

If a developer believes that significant prior payments were made that meet the criteria of RCW 82.02.060(1)(b), the City's ordinance provides that an applicant can submit supporting information and request a special review.

### **Calculation of Unfunded Road Project Growth Costs**

The calculation of unfunded costs of road projects that are eligible for impact fees is presented in Tables 2 and 3. Table 2 summarizes the other revenues that are available for road projects in the CFP to determine the adjustment percentage, and Table 3 applies the adjustment percentage to each project to calculate the unfunded growth cost.

Table 2, Section A, lists the three other revenues the City has in the Transportation Element of the Comprehensive Plan: \$30.1 million of local revenues from the Transportation Capital Fund, grants anticipated to total \$10 million, and a proposed general fund transfer of \$53.4 million. The combined total of these revenues is \$93.5 million.

Table 2, Section B, calculates the cost of projects not eligible for impact fees ("other projects") by subtracting the impact fee eligible costs (\$129.3 million from Table 1) from the total \$156.3 million cost of all projects. The remainder, \$27 million, is the cost of the "other projects" that are not eligible for impact fees.

Table 2, Section C, calculates the revenue that is available for impact fee projects by subtracting the cost of the other projects (see Section B) from the total other revenues (see Section A). The result is \$66.5 million other revenue that can pay for a portion of the cost of the projects that are eligible for impact fees.

Table 2, Section D, calculates the "adjustment percentage": the \$66.5 million of other revenue (see Section C) is divided by the eligible cost of impact fee projects (\$129.3 million from Table 1). The result is that more than half (51.4%) of project costs will be paid by the City of Sammamish dedicated revenues and 48.6% would be paid by impact fee revenue

<b>TABLE 2</b>	
<b>ADJUSTMENT FOR OTHER REVENUE</b>	
<b>A. Other Revenue Available for Growth Projects</b>	
Transportation Capital Funds	\$30,100,000
Grants	\$10,000,000
General Fund Transfer	<u>\$53,400,000</u>
Total Other Revenues	<u>\$93,500,000</u>
<b>B. Cost of Projects Other than Impact Fee Projects</b>	
Total Transportation Element Projects	\$156,340,000
Less Impact Fee Projects	<u>\$129,340,000</u>
Cost of Other Projects	<u>\$27,000,000</u>
<b>C. Revenue Available for Impact Fee Projects</b>	
Other Revenue from Section A	\$93,500,000
Other Projects from Section B	<u>\$27,000,000</u>
Revenue Remaining	<u>\$66,500,000</u>
<b>D. Adjustment Percentage</b>	
Revenue Remaining	\$66,500,000
Impact Fee Project Cost	<u>\$129,340,000</u>
Revenue as a percent of cost (public share)	51.4%

Table 3 uses the “adjustment percentage” from Table 2 to calculate the unfunded growth cost. Columns 1 and 2 list the eligible projects and growth costs from the Table 1. The amount of the adjustment (the share of growth costs paid by City Funds) is calculated in Column 3 as 51.4% of the growth cost of the project. The amount of the adjustment is subtracted from the growth cost, and the balance (“unfunded”) is shown in Column 4. The unfunded balance becomes the amount needed from development to fund the growth projects.

<b>TABLE 3 UNFUNDED GROWTH COST</b>			
(1)	(2)	(3)	(4)
Project Description	Growth Cost	Adjustment per Table 2	Unfunded Cost
<b>244th Ave NE - SE 8th St to NE 8th St</b> Widen to 3 lanes with bike lanes, curb, gutter and sidewalk; Add intersection control	14,490,000	51.4%	\$7,039,985
<b>East Lake Sammamish Pkwy NE - NE Inglewood Hill Rd to NE 26th St</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	12,040,000	51.4%	\$5,849,649
<b>East Lake Sammamish Pkwy NE - NE 26th St to 196th Ave NE</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	10,860,000	51.4%	\$5,276,345
<b>East Lake Sammamish Pkwy NE - 196th Ave NE to 187th Ave NE</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	13,590,000	51.4%	\$6,602,718
<b>SE Duthie Hill Road / Issaquah-Beaver Lake Rd Intersection</b> Construct turn lanes and traffic signal	680,000	51.4%	\$330,379
<b>Issaquah-Pine Lake Rd - Klahanie Blvd to SE 32nd</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	15,510,000	51.4%	\$7,535,553
<b>Issaquah-Pine Lake Rd - SE 48th to Klahanie Blvd</b> Widen to 5 lanes with bike lanes, curb, gutter and sidewalk	16,530,000	51.4%	\$8,031,121
<b>East Lake Sammamish Pkwy SE / SE 24th St Intersection</b> Construct traffic signal, turn lanes, curb, gutter and sidewalk	3,470,000	51.4%	\$1,685,904
<b>East Lake Sammamish Pkwy SE - 212th Ave SE to South City Limits</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	8,480,000	51.4%	\$4,120,019
<b>Sahalee Way NE - 220th Ave NE to North City Limits</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	14,720,000	51.4%	\$7,151,730
<b>Sahalee Way NE - NE 25th Way to 220th Ave NE</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	9,560,000	51.4%	\$4,644,738
<b>228th Ave NE - NE 12th St to NE 25th Way</b> Widen to 3 lanes with bike lanes, curb, gutter, and sidewalk	9,410,000	51.4%	\$4,571,860
	129,340,000		\$62,840,000

### 3. UNFUNDED COST PER GROWTH TRIP

In this chapter the unfunded growth cost of eligible road projects from Chapter 2 is converted to an unfunded cost per growth trip.

#### Formula 3: Growth Trips on Roadway Network

The growth of trips on Sammamish's roads is calculated by forecasting the land use anticipated to occur over the next 18 years (three 6-year Transportation Plans) and using the City's traffic model to determine the number of new trips generated by development in that period, in this case the PM peak hour.

There is one new variable used in formula 3 that requires explanation: (D) trips.

### Variable (D) Trips Future

Sammamish’s traffic demand model is used to analyze traffic on roads. The model was run and the results used to calculate future trips on Sammamish’s roads. The data from the model measures PM peak hour trips.

### Calculation of Growth Trips

Table 4 shows the sources of growth trips and calculates the net growth trips.

<b>TABLE 4 GROWTH TRIPS IN SAMMAMISH</b>	
<b>Pending Residential Trips</b>	<b>PM Peak Hour Trips</b>
Single Family	2,226
Multi-Family	184
Subtotal	2,410
<b>Pending Non - Residential Trips</b>	
Office	30
Other	0
Subtotal	30
<b>Net New Trips</b>	<b>2,440</b>

### Formula 4: Unfunded Cost per Growth Trip

The unfunded cost of road projects per growth trip is calculated by dividing the unfunded cost of road projects by the number of growth trips:

$$4. \quad \begin{array}{l} \text{Unfunded} \\ \text{Growth} \\ \text{Costs} \end{array} \div \begin{array}{l} \text{Growth} \\ \text{Trips on} \\ \text{Road Network} \end{array} = \begin{array}{l} \text{Cost} \\ \text{per} \\ \text{Growth Trip} \end{array}$$

### Calculation of Unfunded Cost per Growth Trip

Table 5 shows the calculation of the unfunded cost per growth trip by dividing the unfunded cost of road projects that are eligible for impact fees (from Table 3) by the number of growth trips (from Table 4).

<b>TABLE 5 UNFUNDED GROWTH BASE COST PER TRIP</b>	
Unfunded Growth Cost of Road Projects Eligible for Impact Fees	\$62,840,000
PM Peak Growth Trips	2,440
Base Cost per PM Peak Growth Trip	\$25,754.10

#### 4. IMPACT FEE RATES FOR SPECIFIC LAND USES

In this chapter the unfunded cost per growth trip (from chapter 3) is converted to an impact fee rate per unit of development for a variety of land use categories. As in the previous chapter, this chapter includes a description of the formula and each variable that is used in the formula, an explanation of the use of data in the formula, and the calculation of the impact fee, using formula 5.

##### **Formula 5: Impact Fees Rates per Unit of Specific Land Use Types**

The impact fee for each category of land use is determined by multiplying the cost per growth trip times the number of trips generated per unit of development of each category of land use:

$$\begin{array}{rclcl}
 5. & \text{Cost} & & \text{Trip} & = & \text{Impact Fee} \\
 & \text{per} & \times & \text{Generation} & & \text{Rate per unit of Specific} \\
 & \text{Growth Trip} & & \text{Rate per Land Use} & & \text{Land Use Type}
 \end{array}$$

The formula uses different trip generation rates for different types of land uses (i.e., single family houses, office buildings, etc.). There is one new variable used in formula 5 that requires explanation: (D) trip generation rates.

##### ***Variable (D) Trip Generation Rates by Land Use Type***

This rate study uses the data reported in Trip Generation, compiled and published by the Institute of Transportation Engineers (ITE). The report is currently in its 7th edition. The report is a detailed compilation of data from hundreds of surveys of trip origins and destinations conducted throughout the United States. The data is reported on several variables (i.e., type of land use, units of development, number of employees, hour of day, etc.). The data used in this impact fee rate study is for trips generated during the PM peak hour, since that is the same basis as the trip data from the model (described above for Growth Trips on Roadway Network). Impact fee rates are calculated in this study for many frequently used types of land use (i.e., dwellings, offices, retail, restaurants, etc.). Impact fees can be calculated for other land uses not listed in this rate study by referring to the data in the ITE report.

Trip generation data is reported initially as the total number of trips leaving and arriving at each type of land use. There are two adjustments made to each trip generation rate before it is used to calculate the impact fee.

The first adjustment is to reduce the number of trips charged to land uses that are incidental attractors and generators of trips. For example, if a person leaves work to return home at the end of the work day, the place of employment is the origin, and the home is the destination. But if the person stops on the way to

run an errand at a store, the ITE data counts the stop at the store as a new destination (and a new origin when the person leaves the store). In reality, the work-to-home trip was going to occur regardless of the incidental stop, therefore the trip rate of the store should not be charged as an additional impact on the road system. The adjustment is based on the number of "pass-by" trips and diverted trips that stop at the store instead of "passing by." In the rate table these trips are eliminated by counting only the trips that are truly "new" trips (i.e., a person made a special trip to the store). The adjustment is shown in Table 6 as "Percent New Trips."

The second adjustment is the "Trip Length Factor." Not all trips are the same length. Longer trips impact more projects, so they are considered to have a greater impact than shorter trips. The City of Sammamish has a very low jobs to housing ratio of 0.3 (a typical bedroom community), and is underserved by retail compared to adjacent jurisdictions. This results in PM peak trip patterns that include primarily commuters traveling from work to home in Sammamish, with few employees leaving Sammamish in the PM peak to travel to homes outside Sammamish. The distribution of retail and services in Redmond and Issaquah result in trips for those services occurring as well. Trip length adjustments were made based upon ITE guidelines, and the City traffic model to reflect the longer trips created by commuter trips and the shorter trips that would be created if retail and services were provided in Sammamish. Trip length factors were normalized to the single family trip length i.e., single family trip length factor is equal to 1.0 and all other trip lengths are adjusted to that basis. No trip length factor is greater than 1.0, since the commute trips is the longest trip type in Sammamish.

## Calculation of Impact Fee Rates per Unit of Specific Land Use Type

Table 6 shows the calculation of impact fee rates for various categories of land use listed in column 1. The ITE trip rate in column 2 is multiplied times the percent new trips in column 3, and the result is multiplied times the trip length factor in column 4. Column 5 reports the net new trips that are the result of these calculations. The impact fee rates in column 6 are calculated by multiplying the net new trips from column 5 times the cost per growth trip (from Table 5 and repeated in the box above column 6).

An applicant for a building permit will be assessed an impact fee that is determined as follows:

- A. Select the appropriate land use category from Table 6, and find the impact fee rate per unit in column 6. If the proposed development is not covered by any of the categories in Table 6, the City can select the category that is most similar to the proposed development, or the applicant can submit a trip generation study of its proposed development.
- B. Determine the number of "units" of development the applicant proposes to build. ("Units" are listed in the right portion of column 6).
- C. Multiply the rate per unit by the number of units to be built. The result is the impact fee.

## EXAMPLE CALCULATIONS OF IMPACT FEE RATES FOR HYPOTHETICAL LAND USES

- A 6-lot subdivision:  
ITE code 210: \$26,012 per dwelling unit times 6 lots = \$156,072.
- A mixed-use development of 6,000 square feet of retail on the ground floor and 5 condominiums on upper floors:

ITE code 814, specialty retail center: \$10.47 per square foot times 6,000 square feet = \$62,820, plus  
ITE code 231, condo: \$20,888 times 5 units = \$104,440. Total fee is \$62,820 + \$104,440 = \$167,260  
(equivalent to 6.4 SF homes).

- A quality sit-down restaurant of 3,000 square feet:  
ITE code 931: \$7.63 per square foot times 3,000 square feet = \$21,990 (equivalent to 1 SF home).
- A recreational community center of 15,000 square feet:  
ITE code 495: \$4.22 per square foot times 15,000 square feet = \$63,300 (equivalent to 2.4 homes).
- A medical-dental office of 3,000 square feet:  
ITE code 720: \$14.37 per square foot times 3,000 square feet = 43,110 (equivalent to 1.7 SF homes).

**TABLE 6. IMPACT FEE RATES**

City of Sammamish		Base Impact Fee Per Trip: \$ 25,754							
Land Use Group	ITE Code 1	(1) ITE Land Use Category <sup>1</sup>	(2) ITE Trip Rate <sup>2</sup>	(3) Percent New Trips <sup>3</sup>	(4) Trip Length Factor <sup>4</sup>	(5) Net New Trips per Development Unit	(6) Impact Fee per Development Unit <sup>5</sup>		
Dwelling	210	Single Family House	1.01	100%	1.000	1.010	\$ 26,012	per	DU
Dwelling	220	Apartment	0.62	100%	1.000	0.620	\$ 15,968	per	DU
Dwelling	231	Low-Rise Condo / Townhouse	0.78	100%	1.000	0.780	\$ 20,088	per	DU
Dwelling	240	Mobile Home	0.56	100%	1.000	0.560	\$ 14,422	per	DU
Dwelling - Group	251	Sr. Housing Detached	0.26	75%	0.800	0.156	\$ 4,018	per	DU
Dwelling - Group	252	Sr. Housing Attached	0.11	75%	0.800	0.066	\$ 1,700	per	DU
Dwelling - Group	253	Congregate Care Facility	0.18	75%	0.800	0.108	\$ 2,781	per	DU
Dwelling - Group	254	Assisted Living (limited data)	0.22	75%	0.800	0.132	\$ 3,400	per	Bed
Dwelling - Group	620	Nursing Home	0.22	75%	0.800	0.132	\$ 3,400	per	Bed
Education	520	Public Elementary School	1.19	75%	0.100	0.089	\$ 2.30	per	Sq. Ft.
Education	522	Public Middle School	1.19	75%	0.100	0.089	\$ 2.30	per	Sq. Ft.
Education	530	Public High School	0.97	75%	0.200	0.146	\$ 3.75	per	Sq. Ft.
Education	534	Private School K-8 (limited data)	3.40	75%	0.100	0.255	\$ 6.57	per	Sq. Ft.
Education	536	Private School K-12 (limited data)	2.75	75%	0.200	0.413	\$ 10.62	per	Sq. Ft.
Industrial	110	Light Industrial	0.98	100%	1.000	0.980	\$ 25.24	per	Sq. Ft.
Industrial	130	Industrial Park	0.86	100%	1.000	0.860	\$ 22.15	per	Sq. Ft.
Industrial	140	Manufacturing	0.74	100%	1.000	0.740	\$ 19.06	per	Sq. Ft.
Medical	610	Hospital	1.18	75%	0.600	0.531	\$ 13.68	per	Sq. Ft.
Medical	630	Clinic (limited data)	5.18	75%	0.200	0.777	\$ 20.01	per	Sq. Ft.
Medical	720	Medical/Dental Office	3.72	75%	0.200	0.558	\$ 14.37	per	Sq. Ft.
Office	710	General Office	1.49	100%	1.000	1.490	\$ 38.37	per	Sq. Ft.
Office	715	Single Tenant Office	1.73	100%	1.000	1.730	\$ 44.55	per	Sq. Ft.
Office	750	Office Park	1.50	100%	1.000	1.500	\$ 38.63	per	Sq. Ft.
Park and Ride	090	Park and Ride with Bus Service	0.75	75%	0.100	0.056	\$ 1,449	per	Space
Recreation	420	Marina (limited data)	0.19	75%	0.600	0.086	\$ 2,202	per	Slip
Recreation	430	Golf Course	0.30	75%	0.800	0.180	\$ 4,636	per	Acre
Recreation	441	Live Theater (limited data)	1.00	75%	0.600	0.450	\$ 11.59	per	Sq. Ft.
Recreation	491	Racquet Club	0.64	50%	0.300	0.096	\$ 2.48	per	Sq. Ft.
Recreation	492	Health Fitness Club	4.05	50%	0.200	0.405	\$ 10.43	per	Sq. Ft.
Recreation	495	Recreational Community Center	1.64	50%	0.200	0.164	\$ 4.22	per	Sq. Ft.
Retail - Automotive	853	Convenience Market w/Gas Pumps	19.22	14%	0.060	0.161	\$ 4,158	per	VSP
Retail - Automotive	941	Quick Lube	5.19	14%	0.100	0.073	\$ 1,871	per	VSP
Retail - Automotive	944	Gas Station	13.86	14%	0.060	0.116	\$ 2,998	per	VSP
Retail - Automotive	945	Gas Station w/Convenience Market	13.38	14%	0.060	0.112	\$ 2,895	per	VSP
Retail - Automotive	946	Gas Station w/Convenience Market and Car Wash	13.33	14%	0.060	0.112	\$ 2,884	per	VSP
Retail - Automotive	947	Self Serve Car Wash	5.54	14%	0.100	0.078	\$ 1,997	per	VSP
Retail - Large	445	Multiplex Movie Theater	5.22	75%	0.200	0.783	\$ 20.17	per	Sq. Ft.
Retail - Large	814	Specialty Retail Center	2.71	75%	0.200	0.407	\$ 10.47	per	Sq. Ft.
Retail - Large	815	Free Standing Discount Store	5.06	54%	0.200	0.546	\$ 14.07	per	Sq. Ft.
Retail - Large	850	Supermarket	10.45	34%	0.200	0.711	\$ 18.30	per	Sq. Ft.
Retail - Large	854	Discount Supermarket	8.90	54%	0.200	0.961	\$ 24.75	per	Sq. Ft.
Retail - Large	862	Home Improvement Super Store	2.45	32%	0.688	0.539	\$ 13.89	per	Sq. Ft.
Retail - Large	863	Electronics Super Store	4.50	27%	0.686	0.833	\$ 21.47	per	Sq. Ft.
Retail - Large	867	Office Supply Superstore	3.40	32%	0.688	0.749	\$ 19.28	per	Sq. Ft.
Retail - Regional	813	Free Standing Discount Superstore	3.87	43%	0.800	1.331	\$ 34.29	per	Sq. Ft.
Retail - Regional	820	Shopping Center < 1 Million Sq Ft	3.75	43%	0.800	1.290	\$ 33.22	per	Sq. Ft.
Retail - Regional	861	Discount Club	4.24	43%	0.800	1.459	\$ 37.56	per	Sq. Ft.
Retail - Small	590	Library	7.09	40%	0.100	0.284	\$ 7.30	per	Sq. Ft.
Retail - Small	816	Hardware/Paint Store	4.84	43%	0.100	0.208	\$ 5.36	per	Sq. Ft.
Retail - Small	848	Tire Store	4.15	40%	0.200	0.332	\$ 8.55	per	Sq. Ft.
Retail - Small	849	Tire Superstore	2.11	40%	0.200	0.169	\$ 4.35	per	Sq. Ft.
Retail - Small	851	Convenience Market	52.41	24%	0.040	0.503	\$ 12.96	per	Sq. Ft.
Retail - Small	880	Pharmacy/Drug Store	8.42	38%	0.100	0.320	\$ 8.24	per	Sq. Ft.
Retail - Small	881	Pharmacy/Drug Store w/Drive-up	8.62	38%	0.100	0.328	\$ 8.44	per	Sq. Ft.
Retail - Small	896	Video Rental Store	13.60	20%	0.200	0.544	\$ 14.01	per	Sq. Ft.
Retail - Small	911	Walk in Bank (limited data)	33.15	27%	0.060	0.537	\$ 13.83	per	Sq. Ft.
Retail - Small	912	Drive-in Bank	45.74	27%	0.060	0.741	\$ 19.08	per	Sq. Ft.
Retail - Small	931	Quality Restaurant	7.49	38%	0.100	0.285	\$ 7.33	per	Sq. Ft.
Retail - Small	932	High Turnover Restaurant	10.92	37%	0.100	0.404	\$ 10.41	per	Sq. Ft.
Retail - Small	933	Fast Food	26.15	30%	0.060	0.471	\$ 12.12	per	Sq. Ft.
Retail - Small	934	Fast Food w/Drive up	34.64	30%	0.060	0.624	\$ 16.06	per	Sq. Ft.
Retail - Small	936	Drinking Place	11.34	38%	0.100	0.431	\$ 11.10	per	Sq. Ft.
Retail - Small	942	AutoCare	3.38	30%	0.200	0.203	\$ 5.22	per	Sq. Ft.
Services	151	Mini Warehouse	0.26	75%	0.400	0.078	\$ 2.01	per	Sq. Ft.
Services	310	Hotel	0.59	75%	1.000	0.443	\$ 11.40	per	Sq. Ft.
Services	320	Motel	0.94	75%	0.700	0.494	\$ 12.71	per	Sq. Ft.
Services	560	Church over 20,000 Sq. Ft.	0.66	75%	0.400	0.198	\$ 5.10	per	Sq. Ft.
Services	560	Church under 20,000 Sq. Ft.	0.66	50%	0.200	0.066	\$ 1.70	per	Sq. Ft.
Services	565	Day Care Center	13.18	25%	0.060	0.198	\$ 5.09	per	Sq. Ft.
Services	732	U.S. Post Office	25.00	25%	0.100	0.625	\$ 16.10	per	Sq. Ft.

<sup>1</sup> Institute of Transportation Engineers, Trip Generation (7th Edition)

<sup>2</sup> Trip generation rate per development unit, for PM peak hour of the adjacent street traffic (4-6 p.m.). Note: Sq. Ft. rate expressed per 1,000 SF.

<sup>3</sup> Omits linked/diverted and pass-by trips, per Trip Generation Handbook: an ITE Recommended Practice, March, 2001

<sup>4</sup> Average Trip Length Relative to Single Family Trip

<sup>5</sup> DU = dwelling unit, Sq. Ft. = Square Feet, VSP = vehicle servicing position

# APPENDIX A

## NEEDS ANALYSIS AND PROPORTIONAL SHARE CALCULATION OF SAMMAMISH ROADS

### **NEED FOR ROADS TO SERVE GROWTH IN SAMMAMISH**

The Growth Management Act requires impact fees to be based on the City's CFP (which must identify existing deficiencies in road capacity, capacity of existing roads available for new development, and additional road capacity needed for new development). The purpose of this appendix is to summarize existing deficiencies and reserves, and needs for additional capacity for new development (based on data provided in the City's comprehensive plan). Table A-1 provides a summary of existing and future reserve capacity for all monitored roadways in Sammamish.

### **PROPORTIONAL SHARE ANALYSIS**

The Growth Management Act requires impact fees to be proportional to the impacts of development. Table A-2 provides a calculation of proportional benefit of the system improvements in the current CFP.

Table A-1. Reserve Capacity Calculation

C. P. Segment Number	Road Funct. Class	Route Name	Segment Location	Existing 2002 ADT	Existing 2004 Threshold	Final Plan ADT	Reserve Capacity w/o Projects	Planned Capacity w/Projects	Reserve Capacity w/Projects	CIP Project
1	Minor	E Lk Sammamish Pkwy NE	s/o 187th	18,500	17,370	21,400	(4,030)	22,010	610	X
2	Minor	E Lk Sammamish Pkwy NE	about NE 30th St	17,600	17,370	20,000	(2,630)	22,010	2,010	X
3	Minor	E Lk Sammamish Pkwy NE	n/o Inglewood Hill Rd	17,600	17,370	20,000	(2,630)	22,010	2,010	X
4	Minor	E Lk Sammamish Pkwy NE	s/o Inglewood Hill Rd	11,100	17,370	11,900	5,470	22,010	10,110	
5	Minor	E Lk Sammamish Pkwy NE	s/o Thompson Hill Rd	9,100	17,370	8,900	8,470	22,010	13,110	
6	Minor	E Lk Sammamish Pkwy SE	n/o SE 24th St	9,000	17,370	8,600	8,770	17,370	8,770	
7	Minor	E Lk Sammamish Pkwy SE	s/o 24th Way SE	11,900	17,370	11,800	5,570	22,010	10,210	
8	Minor	E Lk Sammamish Pkwy SE	s/o 212th Way SE	15,700	17,370	16,400	970	22,010	5,610	X
9	Collector	SE 24th Way	e/o E Lk Samm Pkwy	2,000	9,420	2,500	6,920	9,420	6,920	
10	Collector	SE 24th St	w/o 212th Ave SE	1,300	9,420	1,900	7,520	9,420	7,520	
11	Collector	NE Thompson Hill Rd	s/o E Lk Samm Pkwy	3,000	9,820	3,600	6,220	12,150	8,550	
12	Collector	212th Ave SE	s/o SE 8th St	2,400	9,820	3,900	5,920	12,150	8,250	
13	Collector	212th Ave SE	s/o SE 20th St	2,400	11,350	3,900	7,450	12,150	8,250	
14	Collector	212th Ave SE	s/o SE 32nd St	3,800	10,550	4,600	5,950	12,150	7,550	
15	Minor	NE Inglewood Hill Rd	e/o E Lk Samm Pkwy	11,200	16,790	11,100	5,690	22,010	10,910	
16	Minor	NE Inglewood Hill Rd	w/o 228th	9,600	17,370	13,100	4,270	22,010	8,910	
17	Collector	SE 8th St	e/o 212th Ave SE	700	9,420	2,200	7,220	15,390	13,190	
17	Collector	218th Ave SE	n/o SE 8th St	400	9,420	2,200	7,220	15,390	13,190	
18	Collector	SE 4th St	w/o 228th Ave SE	900	9,420	4,000	5,420	15,390	11,390	
19	Collector	SE 20th St	e/o 212th Ave SE	3,600	10,950	5,400	5,550	15,390	9,990	
20	Collector	SE 20th St	w/o 228th Ave SE	3,600	11,350	5,400	5,950	15,390	9,990	
21	Principal	Sahalee Way NE	s/o NE 37th	12,200	16,790	17,000	(210)	22,010	5,010	X
22	Principal	Sahalee Way NE	n/o NE 25th	9,500	16,790	14,200	2,590	22,010	7,810	X
23	Principal	228th Avenue NE	n/o NE 12th St	9,500	17,370	14,200	3,170	22,010	7,810	X
24	Principal	228th Avenue NE	s/o NE 8th St	18,600	34,950	24,700	10,250	34,950	10,250	
25	Principal	228th Avenue SE	s/o SE 8th St	22,000	34,950	30,900	4,050	34,950	4,050	
26	Principal	228th Avenue SE	s/o SE20th St	23,700	34,950	34,600	350	34,950	350	
27	Principal	228th Avenue SE	s/o Issq Pine Lk Rd	14,800	21,430	17,400	4,030	22,010	4,610	
28	Minor	NE 8th St	e/o 228th Ave NE	5,500	21,430	12,600	8,830	22,010	9,410	
29	Minor	SE 8th St	e/o 228th Ave SE	8,800	15,390	9,300	6,090	15,390	6,090	
30	Collector	SE 24th St	e/o 228th Ave SE	3,100	10,550	5,900	4,650	10,550	4,650	
31	Collector	SE 24th St	w/o 244th Ave SE	800	10,550	4,200	6,350	10,550	6,350	
32	Principal	Issq Pine Lk Rd SE	s/o 228th Ave SE	15,000	31,480	21,300	10,180	31,480	10,180	
33	Principal	Issq Pine Lk Rd SE	s/o 32nd way	10,800	16,790	19,100	(2,310)	22,010	2,910	X
34	Principal	Issq Pine Lk Rd SE	n/o SE 48th St	16,600	16,790	29,100	(12,310)	36,690	7,590	X
35	Minor	244th Ave NE	uninc, s/o SR 202	3,400	15,050	11,300	3,750	22,010	10,710	
36	Minor	244th Ave NE	n/o NE 8th	2,900	15,050	10,300	4,750	22,010	11,710	
37	Minor	244th Ave NE	s/o NE 8th	0	0	7,200	(7,200)	22,010	14,810	X
38	Future	242nd Ave NE	n/o SE 24th	0	0	0	0	22,010	22,010	
39	Collector	244th Ave NE	s/o SE 24th	2,200	15,630	4,700	10,930	15,630	10,930	
40	Minor	SE 32nd Way	e/o Issq Pine Lk Rd	6,500	16,790	8,300	8,490	16,790	8,490	
41	Minor	SE 32nd St	e/o 244th Ave SE	5,600	16,790	6,100	10,690	16,790	10,690	
42	Minor	SE Issq Bvr Lk Rd	w/o Duthie Hill Rd	3,100	17,950	4,200	13,750	17,950	13,750	
43	Principal	SE Duthie Hill Rd	e/o Bvr Lk Rd	10,000	16,790	13,200	3,590	22,010	8,810	
44	Principal	SE Duthie Hill Rd	w/o Trossachs Blvd	10,000	16,790	13,200	3,590	22,010	8,810	
45	Collector	Trossachs Blvd SE	n/o Duthie Hill Rd	4,300	13,680	5,100	8,580	13,680	8,580	

Table A-2. Proportional Share Calculation

Comp Plan		Comprehensive Plan Inventory Segments					Comp Plan							
Existing 2002 ADT	Existing 2004b Threshold	C. P. Segment Number	Traffic Model Link ID	Road Funct. Class	Route Name	Segment Location	Final Plan ADT	Final Planned Threshold	Growth Traffic	Increase in Capacity	Share of Capacity Added	CIP Project Cost	Growth Share	Share per trip ADT
18,500	17,370	1	204	Minor	E Lk Sammamish Pkwy NE	s/o 187th	21,400	22,010	2,900	4,640	62.5%	\$13,590,000	\$8,493,750	\$2,928.88
17,600	17,370	2	207	Minor	E Lk Sammamish Pkwy NE	about NE 30th St	20,000	22,010	2,400	4,640	51.7%	\$12,040,000	\$6,227,586	\$2,594.83
17,600	17,370	3	209	Minor	E Lk Sammamish Pkwy NE	n/o Inglewood Hill Rd	20,000	22,010	2,400	4,640	51.7%	\$10,860,000	\$5,617,241	\$2,340.52
11,100	17,370	4	211	Minor	E Lk Sammamish Pkwy NE	s/o Inglewood Hill Rd	11,900	22,010	800	4,640	17.2%		\$0	\$0.00
9,100	17,370	5	212	Minor	E Lk Sammamish Pkwy NE	s/o Thompson Hill Rd	8,900	22,010	-200	4,640	-4.3%		\$0	\$0.00
9,000	17,370	6	215	Minor	E Lk Sammamish Pkwy SE	n/o SE 24th St	8,600	17,370	-400	0	0.0%		\$0	\$0.00
11,900	17,370	7	224	Minor	E Lk Sammamish Pkwy SE	s/o 24th Way SE	11,800	22,010	-100	4,640	-2.2%		\$0	\$0.00
15,700	17,370	8	227	Minor	E Lk Sammamish Pkwy SE	s/o 212th Way SE	16,400	22,010	700	4,640	15.1%	\$8,480,000	\$1,279,310	\$1,827.59
2,000	9,420	9	1053	Collector	SE 24th Way	e/o E Lk Samm Pkwy	2,500	9,420	500	0	0.0%		\$0	\$0.00
1,300	9,420	10	1057	Collector	SE 24th St	w/o 212th Ave SE	1,900	9,420	600	0	0.0%		\$0	\$0.00
3,000	9,820	11	901	Collector	NE Thompson Hill Rd	s/o E Lk Samm Pkwy	3,600	12,150	600	2,330	25.8%		\$0	\$0.00
2,400	9,820	12	909	Collector	212th Ave SE	s/o SE 8th St	3,900	12,150	1,500	2,330	64.4%		\$0	\$0.00
2,400	11,350	13	910	Collector	212th Ave SE	s/o SE 20th St	3,900	12,150	1,500	800	187.5%		\$0	\$0.00
3,800	10,550	14	915	Collector	212th Ave SE	s/o SE 32nd St	4,600	12,150	800	1,600	50.0%		\$0	\$0.00
11,200	16,790	15	614	Minor	NE Inglewood Hill Rd	e/o E Lk Samm Pkwy	11,100	22,010	-100	5,220	-1.9%		\$0	\$0.00
9,600	17,370	16	607	Minor	NE Inglewood Hill Rd	w/o 228th	13,100	22,010	3,500	4,640	75.4%		\$0	\$0.00
700	9,420	17	925	Collector	SE 8th St	e/o 212th Ave SE	2,200	15,390	1,500	5,970	25.1%		\$0	\$0.00
400	9,420	17	927	Collector	218th Ave SE	n/o SE 8th St	2,200	15,390	1,800	5,970	30.2%		\$0	\$0.00
900	9,420	18	929	Collector	SE 4th St	w/o 228th Ave SE	4,000	15,390	3,100	5,970	51.9%		\$0	\$0.00
3,600	10,950	19	921	Collector	SE 20th St	e/o 212th Ave SE	5,400	15,390	1,800	4,440	40.5%		\$0	\$0.00
3,600	11,350	20	924	Collector	SE 20th St	w/o 228th Ave SE	5,400	15,390	1,800	4,040	44.6%		\$0	\$0.00
12,200	16,790	21	110	Principal	Sahalee Way NE	s/o NE 37th	17,000	22,010	4,800	5,220	92.0%	\$14,720,000	\$13,535,632	\$2,819.92
9,500	16,790	22	113	Principal	Sahalee Way NE	n/o NE 25th	14,200	22,010	4,700	5,220	90.0%	\$9,560,000	\$8,607,663	\$1,831.42
9,500	17,370	23	127	Principal	228th Avenue NE	n/o NE 12th St	14,200	22,010	4,700	4,640	100.0%	\$9,410,000	\$9,410,000	\$2,002.13
18,600	34,950	24	134	Principal	228th Avenue NE	s/o NE 8th St	24,700	34,950	6,100	0	0.0%		\$0	\$0.00
22,000	34,950	25	142	Principal	228th Avenue SE	s/o SE 8th St	30,900	34,950	8,900	0	0.0%		\$0	\$0.00
23,700	34,950	26	148	Principal	228th Avenue SE	s/o SE20th St	34,600	34,950	10,900	0	0.0%		\$0	\$0.00
14,800	21,430	27	154	Principal	228th Avenue SE	s/o Issq Pine Lk Rd	17,400	22,010	2,600	580	448.3%		\$0	\$0.00
5,500	21,430	28	604	Minor	NE 8th St	e/o 228th Ave NE	12,600	22,010	7,100	580	1224.1%		\$0	\$0.00
8,800	15,390	29	1000	Minor	SE 8th St	e/o 228th Ave SE	9,300	15,390	500	0	0.0%		\$0	\$0.00
3,100	10,550	30	1004	Collector	SE 24th St	e/o 228th Ave SE	5,900	10,550	2,800	0	0.0%		\$0	\$0.00
800	10,550	31	1041	Collector	SE 24th St	w/o 244th Ave SE	4,200	10,550	3,400	0	0.0%		\$0	\$0.00
15,000	31,480	32	801	Principal	Issq Pine Lk Rd SE	s/o 228th Ave SE	21,300	31,480	6,300	0	0.0%		\$0	\$0.00
10,800	16,790	33	805	Principal	Issq Pine Lk Rd SE	s/o 32nd way	19,100	22,010	8,300	5,220	100.0%	\$15,510,000	\$15,510,000	\$1,868.67
16,600	16,790	34	820	Principal	Issq Pine Lk Rd SE	n/o SE 48th St	29,100	36,690	12,500	19,900	62.8%	\$16,530,000	\$10,383,166	\$830.65
3,400	15,050	35	501	Minor	244th Ave NE	uninc, s/o SR 202	11,300	22,010	7,900	6,960	113.5%		\$0	\$0.00
2,900	15,050	36	508	Minor	244th Ave NE	n/o NE 8th	10,300	22,010	7,400	6,960	106.3%		\$0	\$0.00
0	0	37	509	Minor	244th Ave NE	s/o NE 8th	7,200	22,010	7,200	22,010	32.7%	\$14,490,000	\$4,740,027	\$658.34
0	0	38	517	Future	242nd Ave NE	n/o SE 24th	0	22,010	0	22,010	0.0%		\$0	\$0.00
2,200	15,630	39	520	Collector	244th Ave NE	s/o SE 24th	4,700	15,630	2,500	0	0.0%		\$0	\$0.00
6,500	16,790	40	713	Minor	SE 32nd Way	e/o Issq Pine Lk Rd	8,300	16,790	1,800	0	0.0%		\$0	\$0.00
5,600	16,790	41	704	Minor	SE 32nd St	e/o 244th Ave SE	6,100	16,790	500	0	0.0%		\$0	\$0.00
3,100	17,950	42	700	Minor	SE Issq Bvr Lk Rd	w/o Duthie Hill Rd	4,200	17,950	1,100	0	0.0%		\$0	\$0.00
10,000	16,790	43	408	Principal	SE Duthie Hill Rd	e/o Bvr Lk Rd	13,200	22,010	3,200	5,220	61.3%		\$0	\$0.00
10,000	16,790	44	405	Principal	SE Duthie Hill Rd	w/o Trossachs Blvd	13,200	22,010	3,200	5,220	61.3%		\$0	\$0.00
4,300	13,680	45	1031	Collector	Trossachs Blvd SE	n/o Duthie Hill Rd	5,100	13,680	800	0	0.0%		\$0	\$0.00

<b>Roads</b>	<b>\$125,190,000</b>	<b>\$83,804,376</b>	<b>66.94% is the maximum share to growth</b>
<b>Signals</b>	<b>\$4,150,000</b>	<b>\$2,778,083</b>	<b>use average share above</b>
<b>Total</b>	<b>\$129,340,000</b>	<b>\$86,582,459</b>	
	<b>New trips</b>	<b>2,440</b>	
	<b>Maximum Allowable Fee per Trip</b>	<b>\$35,485</b>	