



2015 Frequently Asked Questions About.....

Urban Village Transportation Impact Fee Reductions

Answers to commonly asked questions about how vehicle trips and TIF charges can be reduced in Urban Villages and who to contact for further information.

Question: What are Transportation Impact Fees? **Answer:** Transportation Impact Fees (TIFs) ensure that new development and redevelopment pays a proportional fair share contribution for the cost of new transportation infrastructure that is deemed necessary to accommodate the impact of new development within the City limits of Bellingham. State law (RCW 82.02.050 - .090) allows cities to impose Transportation Impact Fees (TIF) on new development to help effectively manage the growth of our community. Bellingham has implemented a Transportation Impact Fee (TIF) system by City ordinance (BMC 19.06) since 1993. For more information about TIFs, see the document titled *“Frequently Asked Questions About Transportation Impact Fees,”* available in the Permit Center.

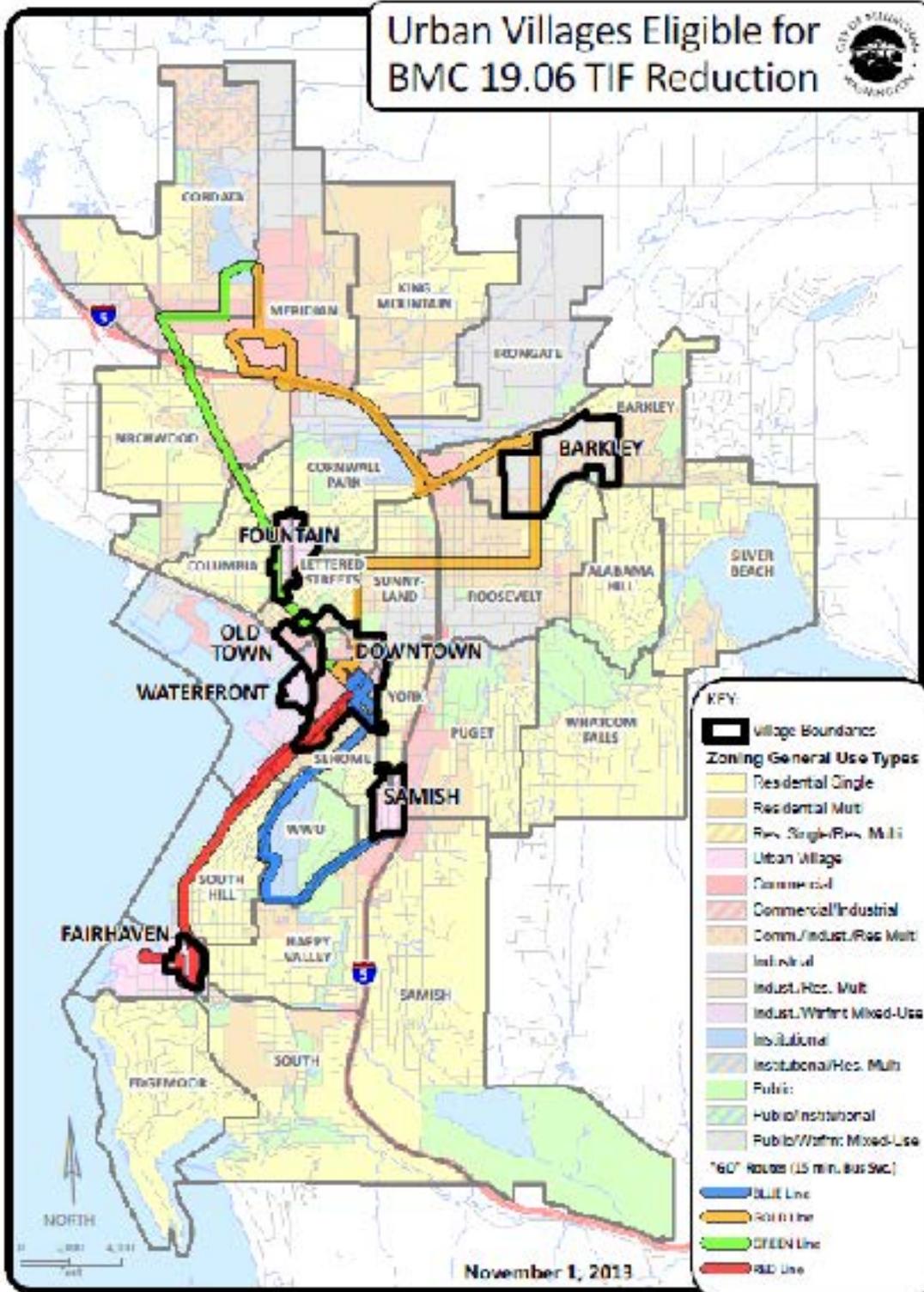
Question: How much do Transportation Impact Fees Cost? **Answer:** The Transportation Impact Fees for 2015, which are listed by residential unit or square foot price in Table 1 of the TIF ordinance (**BMC 19.06.040**), have a base fee of **\$1,869 per p.m. peak vehicle trip**. In 2015, a new single family detached residential house that generates 1.0 p.m. peak vehicle trips would be charged a TIF of \$1,869.

Question: Is there any way to pay less Transportation Impact Fee? **Answer:** Yes, if it's new development or redevelopment or in an Urban Village. If a project produces less transportation impact, then there is a corresponding reduction in TIF cost. For redevelopment in existing buildings, 100% TIF credit is given for the most intense previous land use that can be documented and additional TIF is charged only if there is a net new transportation impact. For example, if an accounting office were redeveloped into a small restaurant, 100% credit would be given for the previous office use, but additional TIF would be charged for the net increase in transportation impact from the restaurant. Redevelopment usually costs less in TIF than new development.

In Bellingham's Urban Villages, developers can reduce transportation impact by **up to 50%** by using a variety of performance measures to reduce vehicle trips generated on and off of their development sites. See **BMC 19.06.040. E. Table 2. and adopted Urban Village boundaries**.

NOTE: The Downtown portion of the Waterfront District is eligible for an Urban Village 15% TIF Reduction for mixed use environment, but will not be eligible for transit-proximity TIF reductions of 2% to 10% until WTA transit service is available within the Waterfront District Subarea.

Urban Villages Eligible for BMC 19.06 TIF Reduction



Urban Village Vehicle Trip Reduction Credits

TABLE 2 – URBAN VILLAGE VEHICLE TRIP REDUCTION CREDITS	CREDIT
Menu of Location Factors and Performance Measures to Reduce Vehicle Trips	
<i>Note: Reductions below are additive and may not exceed a total of 50%</i>	
1.) MIXED USE URBAN VILLAGE LOCATION	15%
<i>(Based on ITE Internal Trip Capture - Mixed Use Urban Environment)</i>	
2.) WTA TRANSIT PROXIMITY (Only one transit proximity reduction below may be used)	
Development fronts on a high-frequency WTA GO Line	10%
Development within 1/4-mile of WTA GO Line	7%
Development fronts on standard WTA Route (30 - 60 min)	5%
Development within 1/4-mile ⁵ of standard WTA Route (30 - 60 min)	2%
3.) EMPLOYER MANDATORY COMMITMENT TO COMMUTE TRIP REDUCTION (CTR)	
CTR/TDM commitment combining economic incentives with transportation services	10%
4.) VOLUNTARY ANNUAL WTA TRANSIT PASS PROVISION (Non-CTR)	
2-year transit pass provided for residential units = 1% per unit pass	1%
2-year transit pass provided for employees = 1% per employee pass	1%
5.) VOLUNTARY CAR SHARE PARTICIPATION OR PROVISION (Non-CTR)	
Car Share Vehicle(s) Parked On Residential or Employment Site = 2% per vehicle	2%
Car Share membership fee provided for residential units = 2% per unit	2%
Car Share membership fee provided for employees = 2% per employee	2%

City of Bellingham Web Site Resources

The following transportation planning documents are available on the City of Bellingham web site at:

<http://www.cob.org/services/planning/transportation/index.aspx>

- **Transportation Impact Fee Ordinance (BMC 19.06)**
- **Multimodal Transportation Concurrency Ordinance (Bellingham Municipal Code Chapter 13.70)**
- **Transportation Reports on Annual Concurrency (TRAC)**
- **2014-2019 Six-Year Transportation Improvement Program (TIP)**
- **2006 Bellingham Comprehensive Plan, Transportation Element**

Public Works Transportation Staff

In addition to the transportation planning documents listed above, specific Public Works staff are responsible for the implementation of the Transportation Impact Fee ordinance and can be reached by telephone between 8:00am and 5:00pm, Monday through Friday, or by email, listed below.

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