

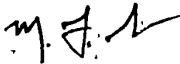


proud past, promising future



**COMMUNITY DEVELOPMENT**

### STAFF REPORT

TO: Clark County Planning Commission  
FROM: Marty Snell, Director   
DATE: May 16, 2013  
SUBJECT: Public Hearing, Waiver of Traffic Impact Fees

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### BACKGROUND

The recession in Clark County has resulted in a significant loss of private sector jobs. The Washington Department of Employment Security has reported unemployment in the county as high as 15% (August 2010), and the unemployment rate has been above 10% since December of 2008. Against this backdrop the Board of County Commissioners is considering a Job Creation Resolution.

### PROPOSED ACTION

The Job Creation Resolution would do two things. The first is to waive all application and service fees for non-residential projects. The second is to waive the collection of traffic impact fees (TIF). The proposal is for these waivers to remain in place until the unemployment rate in Clark County is at or below the statewide average. The county currently has a fee holiday in place for projects that create 10 or more jobs in certain zones in the county.

The TIF waiver will change the funding source(s) for projects identified in the CFP, and is a comprehensive plan amendment. It can be considered out-of-cycle because the change in funding can be accomplished through a budget action. However, because it is technically a comprehensive plan amendment, a hearing before the Clark County Planning Commission is required.

### BUDGET AND POLICY IMPLICATIONS

Pursuant to RCW 36 70A.070(3), the sources of funding over the next 6-year term for needed capital facilities must be clearly identified in the capital facilities plan (CFP) of the Clark County Comprehensive Growth Management Plan. Funding for capital facilities projects is identified in the Clark County Capital Facilities Financial Plan, which states that traffic impact fees are a source of funding (see table below). Traffic impact fees are assessed against a particular development according to the number of daily vehicular trips expected to be generated by the development.

For trips caused by development projects eligible for waiver pursuant to the Job Creation Resolution, the proposed amendment to the Capital Facilities Financial Plan will indicate that the funds expected to be collected as traffic impact fees will instead be paid from the Clark County Road Fund

For information purposes, the transportation improvement programs for 2007-2012 and 2013-2018 are presented in the table below.

	2007-2012 <sup>1</sup>	2013-2018 <sup>2</sup>
<b>Expenditures</b>		
Total Capital Improvement Projects	\$176,232,000	\$174,081,000
<b>Resources</b>		
Traffic Impact Fees	\$9,830,000	\$5,989,000
Grants and Loans	40,805,000	63,852,000
County Road Fund	123,201,000	98,400,000
Other	2,396,000	5,840,000
<b>Total Resources</b>	\$176,232,000	\$174,081,000

<sup>1</sup>Figures are from the Capital Facilities Financial Plan 2007-2012.

<sup>2</sup>Figures are from the adopted 2013-2018 Transportation Improvement Program. Reductions in TIF resources could result in reduced grant resources, because grant applications are scored, in part, on having a percentage of private funding.

## PUBLIC OUTREACH

On May 7, 2013, the Board of County Commissioners held a public hearing on the Job Creation Resolution. The hearing was continued to May 28, 2013, at which time the Board will adopt the waiver of application and service fees. The waiver of traffic impact fees requires a Planning Commission public hearing, so a Board hearing to adopt the traffic impact fee waiver will be held sometime in June. The Development and Engineering Advisory Board has reviewed and commented on the fee waiver. Although a majority of DEAB supports the resolution, there are several concerns and questions DEAB wishes to share with the commissioners.