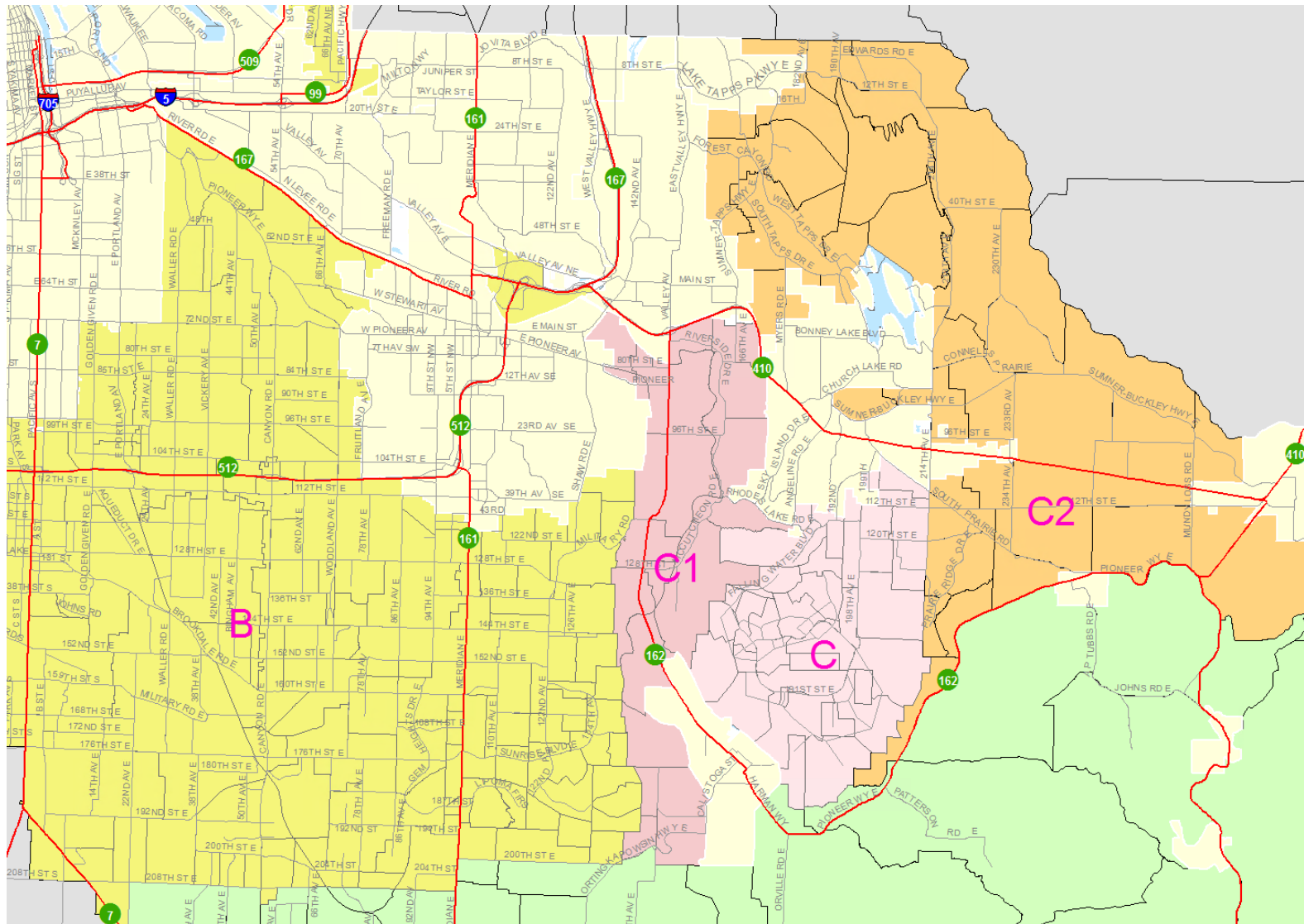


TRAFFIC IMPACT FEE PROGRAM AUGUST 23RD, 2018

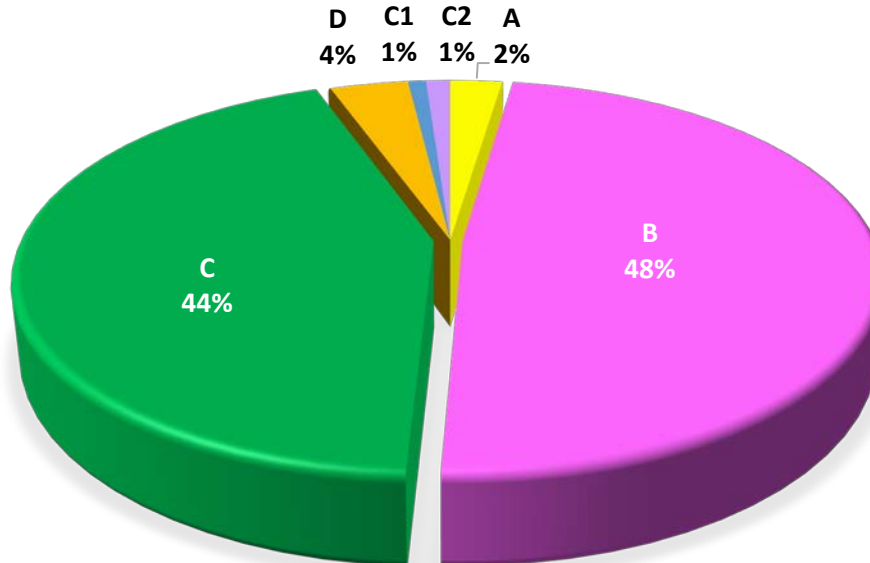
Proposed TSA “C” Boundary Modifications

Proposed TSA "C" Split



Combined Cost Distribution Based on Roadway and Intersection Usages by TSA

From TSA	To TSA - Total Roadway and Intersection Project Cost Distribution						
	A	B	C	D	C1	C2	Total
A	\$6,487,412	\$86,947	\$106	\$939	\$11,969	\$1,109	\$6,588,483
B	\$165,846	\$123,502,024	\$1,103,918	\$2,021,929	\$6,735,131	\$94,790	\$133,623,638
C	\$16,301	\$31,057,940	\$5,810,019	\$133,062	\$83,240,152	\$398,713	\$120,656,187
D	\$9,065	\$7,571,637	\$46,488	\$1,838,207	\$460,103	\$12,715	\$9,938,215
C1	\$1,841	\$1,402,295	\$116,812	\$23,024	\$726,930	\$14,508	\$2,285,411
C2	\$4,253	\$1,071,421	\$317,806	\$17,752	\$550,545	\$1,102,383	\$3,064,160
Total	\$6,684,718	\$164,692,263	\$7,395,150	\$4,034,913	\$91,724,831	\$1,624,220	\$276,156,094



Potentially Sub-Divide TSA C

C1 (Valley Floor Area) –

- Merge with TSA B @ \$4,323/SFR
- Drops rate by over half

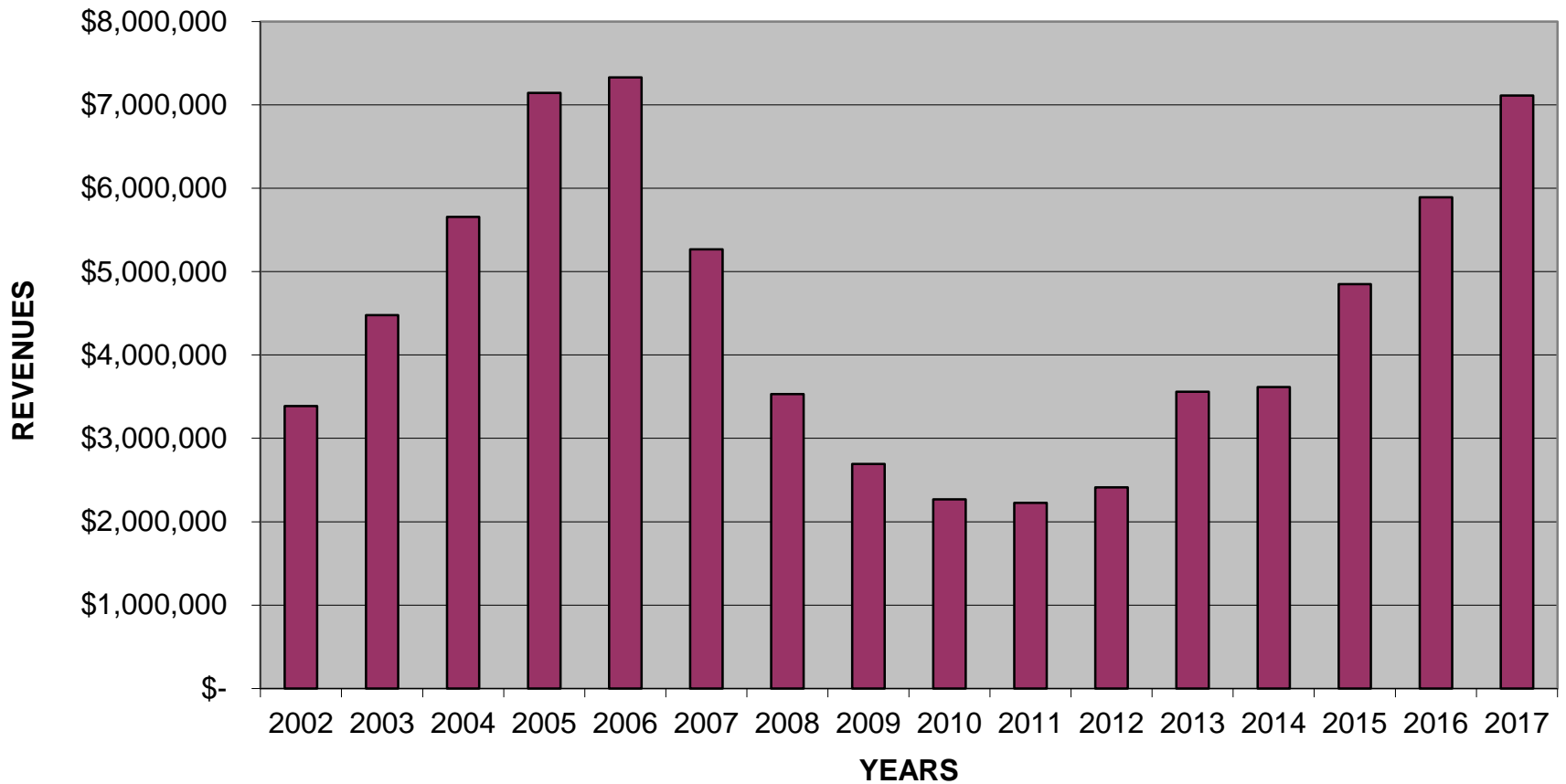
C2 (N/O Lk Tapps and east SR-410) –

- Merge with TSA D (rural) @ \$1,892/SFR
- Drops rate by 80%+

C (Remainder) –

- Encompass just the Plateau area
- Development Entirely Dependent on New Corridor
- Current \$9,680/SFR – Likely Much Higher

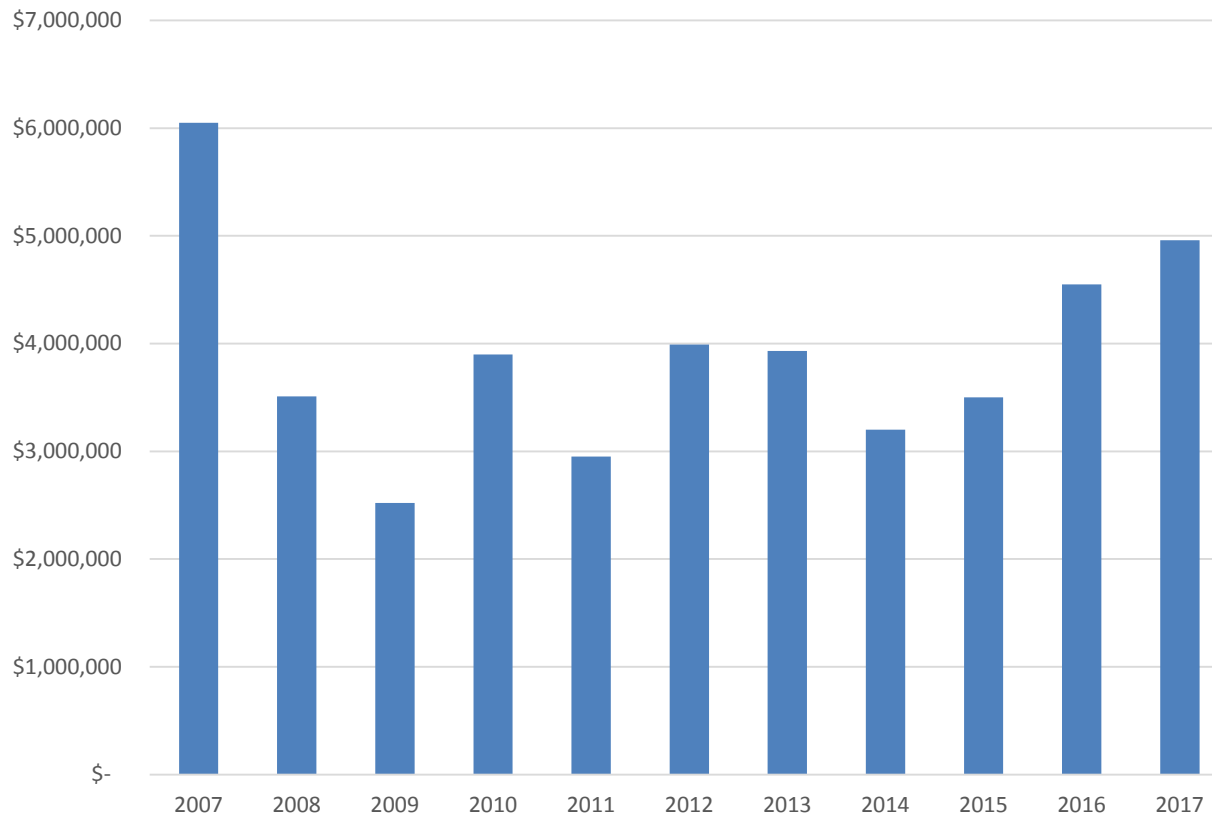
REET-2 "ROADS" REVENUE RECEIPTS (2002-2017)



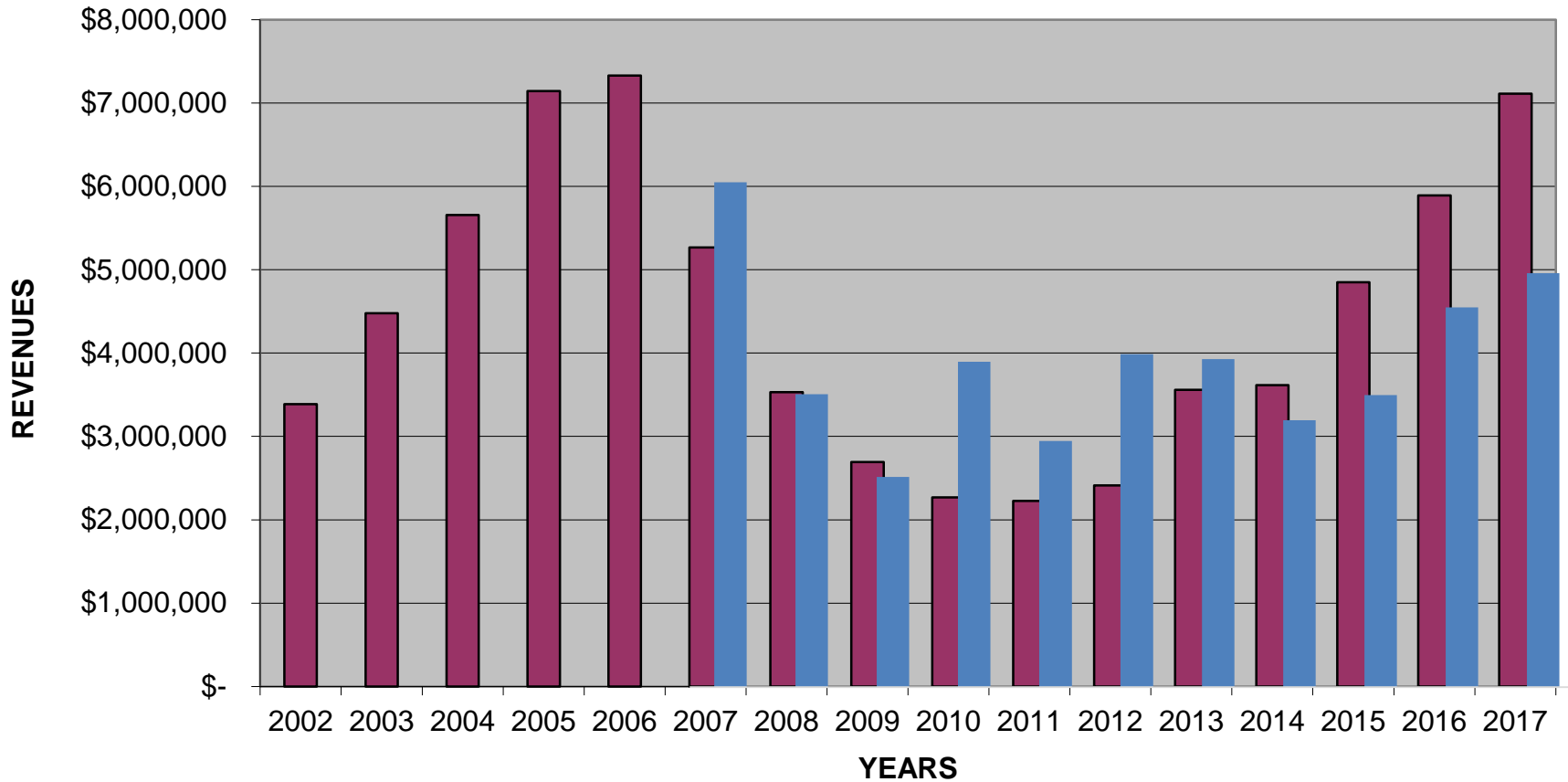
The Current TIF Program

Overview of TIF Fee Collections by Year

- Cumulative \$43M- 2007 to 2017 (Avg. \$3.9M/yr.)



REET-2 "ROADS" vs. TIF



TIF % as of New SF Unit Price

TSA	New SF Unit Price ¹		Existing TIF			Proposed TIF			% Trend
	2005	2018	Weighted TIF Rate	Per SF Unit TIF Cost ²	TIF % of SF Price in 2005	TIF Rate	Per SF Unit TIF Cost	TIF % of SF Price in 2018	Exi. Vs Pro.
A	\$339,000	\$494,000	\$138.25	\$1,318.91	0.39%	\$163.72	\$1,468.55	0.30%	↓
B			\$333.78	\$3,184.26	0.94%	\$481.70	\$4,320.81	0.87%	↓
C			\$164.55	\$1,569.81	0.46%	\$1,080.02	\$9,687.78	1.96%	↑
D			\$150.61	\$1,436.82	0.42%	\$208.13	\$1,866.93	0.38%	↓

1. Estimated from historic data
2. Does not include 2% street lighting fee

- TIF % of SF price will be less than the 2005 rate for all TSAs but TSA “C”

Appendix

TIF Cost by Project Type & by Cost Per New Trip



TIF Cost by Project Type and by TSA

TSA	Roadway Project						Intersection Project	Total
	Concurrency	Corridor & Connector	Plateau Corridor	Freight Mobility	Completed TIF1	Sub Total		
A	\$16,302	\$9,494	\$11,969	\$18,191	\$5,387,207	\$5,443,163	\$1,145,320	\$6,588,483
B	\$47,185,569	\$8,099,988	\$7,827,374	\$25,070,911	\$6,074,812	\$94,258,653	\$39,364,985	\$133,623,638
C	\$28,992,541	\$58,151	\$88,805,684	\$119,582	\$166,833	\$118,142,790	\$2,513,397	\$120,656,187
D	\$1,325,723	\$1,260,922	\$505,332	\$2,479,814	\$220,506	\$5,792,296	\$4,145,920	\$9,938,215
C1	\$1,273,636	\$7,369	\$842,131	\$11,559	\$11,342	\$2,146,037	\$139,373	\$2,285,411
C2	\$706,192	\$25,842.49	\$788,932	\$238,394.37	\$11,941	\$1,771,302	\$1,292,858	\$3,064,160
Total	\$79,499,962	\$9,461,766	\$98,781,422	\$27,938,451	\$11,872,640	\$227,554,241	\$48,601,853	\$276,156,094

xx 50% TIF cost reduction.

TIF Cost Per New Trip by Project Type and by TSA

TSA	Roadway Project						Intersection Project	Combined Cost Per Trip
	Concurrency	C & C	Plateau Corridor	Freight Mobility	Completed TIF1	Sub Total		
A	\$0.41	\$0.24	\$0.30	\$0.45	\$133.87	\$135.26	\$28.46	\$163.72
B	\$170.07	\$29.20	\$28.21	\$90.36	\$21.90	\$339.74	\$141.89	\$481.63
C	\$314.77	\$0.63	\$964.17	\$1.30	\$1.81	\$1,282.68	\$27.29	\$1,309.97
D	\$27.81	\$26.45	\$10.60	\$52.01	\$4.63	\$121.49	\$86.96	\$208.46
C1	\$370.20	\$2.14	\$244.78	\$3.36	\$3.30	\$623.77	\$40.51	\$664.29
C2	\$33.45	\$1.22	\$37.37	\$11.29	\$0.57	\$83.90	\$61.24	\$145.15
Mean	\$164.93	\$19.63	\$204.93	\$57.96	\$24.63	\$472.09	\$100.83	\$572.92

xx 50% TIF cost reduction.

B. TSA Alternatives & Resulted Rates

TIF Cost Per New Trip by Road Project and by TSA

TSA	Roadway		Intersection		Total Combined Cost		
	TIF Cost	Cost Per New Trip	TIF Cost	Cost Per New Trip	TIF Cost	Cost Per New Trip	Single Family Unit
A	\$5,443,163	\$135.26	\$1,145,320	\$28.46	\$6,588,483	\$163.72	\$1,468.23
B	\$94,258,653	\$339.74	\$39,364,985	\$141.89	\$133,623,638	\$481.63	\$4,319.25
C	\$118,142,790	\$1,282.68	\$2,513,397	\$27.29	\$120,656,187	\$1,309.97	\$11,747.83
D	\$5,792,296	\$121.49	\$4,145,920	\$86.96	\$9,938,215	\$208.46	\$1,869.44
C1	\$2,146,037	\$623.77	\$139,373	\$40.51	\$2,285,411	\$664.29	\$5,957.31
C2	\$1,771,302	\$83.90	\$1,292,858	\$61.24	\$3,064,160	\$145.15	\$1,301.67
Total	\$227,554,241		\$48,601,853		\$276,156,094	\$572.92	\$5,137.94

Scenario 1: TIF Cost Per New Trip by Project Type and by TSA (Combined C1 with B & C2 with D)

TSA	Roadway		Intersection		Total Combined Cost		Cost of Single Family Unit ¹
	TIF Cost	Cost Per New Trip	TIF Cost	Cost Per New Trip	TIF Cost	Cost Per New Trip	
A	\$5,443,163	\$135.26	\$1,145,320	\$28.46	\$6,588,483	\$163.72	\$1,468.23
B & C1	\$96,404,691	\$343.22	\$39,504,359	\$140.64	\$135,909,049	\$483.87	\$4,339.32
C	\$118,142,790	\$1,282.68	\$2,513,397	\$27.29	\$120,656,187	\$1,309.97	\$11,747.83
D & C2	\$7,563,598	\$109.96	\$5,438,778	\$79.07	\$13,002,375	\$189.03	\$1,695.18
Total	\$227,554,241		\$48,601,853		\$276,156,094		
Average		\$472.09		\$100.83		\$572.92	\$7,526.74

xx - Proposed 50% TIF cost reduction of "Corridor & Connector" & "Mobility" projects for the selected TSAs.

1. Base Trip Rate = 9.44. New Trip % = 95%. Trip Length Factor = 1.0.

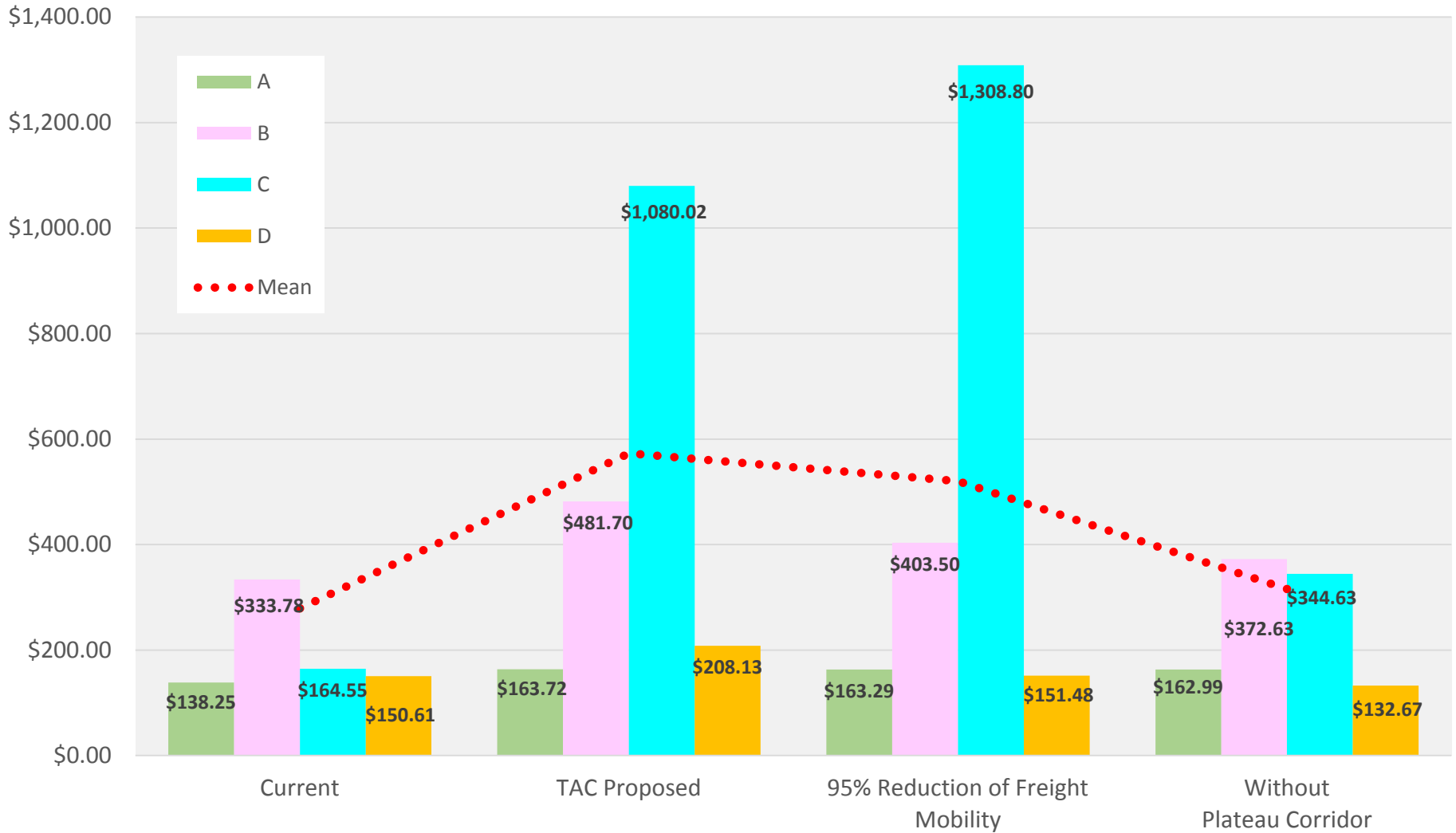
D. Future TAC Meeting Schedule & Topics

Comparison of TIF Rates by TSA

	Current 13 TSAs		Proposed 4 TSAs	Split TSA C ¹	
TSA	Max.	Weighted Average	TAC Proposed	95% Reduction of Freight Mobility	Without Plateau Corridor
A	\$160.00	\$138.25	\$163.72	\$163.29	\$162.99
B	\$345.05	\$333.78	\$481.70	\$403.50	\$372.63
C	\$164.55	\$164.55	\$1,080.02	\$1,308.80	\$344.63
D	\$236.83	\$150.61	\$208.13	\$151.48	\$132.67
Mean	\$278.70	\$278.70	\$572.90	\$520.47	\$315.54

1. Combine C1 with B & C2 with D

Comparison of TIF Rates by Alternatives



C. Potential Reduction of TIF Rates

TIF Cost by Project Type and by TSA (TAC Proposed)

TSA	Roadway Project						Intersection Project	Total
	Concurrency	Corridor & Connector	Plateau Corridor	Freight Mobility	Completed TIF1	Sub Total		
A	\$16,302	\$9,494	\$11,969	\$18,191	\$5,387,218	\$5,443,174	\$1,145,301	\$6,588,475
B	\$47,185,546	\$8,099,989	\$7,827,374	\$25,070,923	\$6,074,814	\$94,258,645	\$39,383,389	\$133,642,034
C	30,972,392	90,425	90,436,746	359,624	190,103	122,049,290	3,942,793	\$125,992,083
D	\$1,325,722	\$1,260,924	\$505,332	\$2,479,815	\$220,506	\$5,792,299	\$4,130,370	\$9,922,669
Total	79,499,962	9,460,831	98,781,421	27,928,552	11,872,640	227,543,408	48,601,853	276,145,261

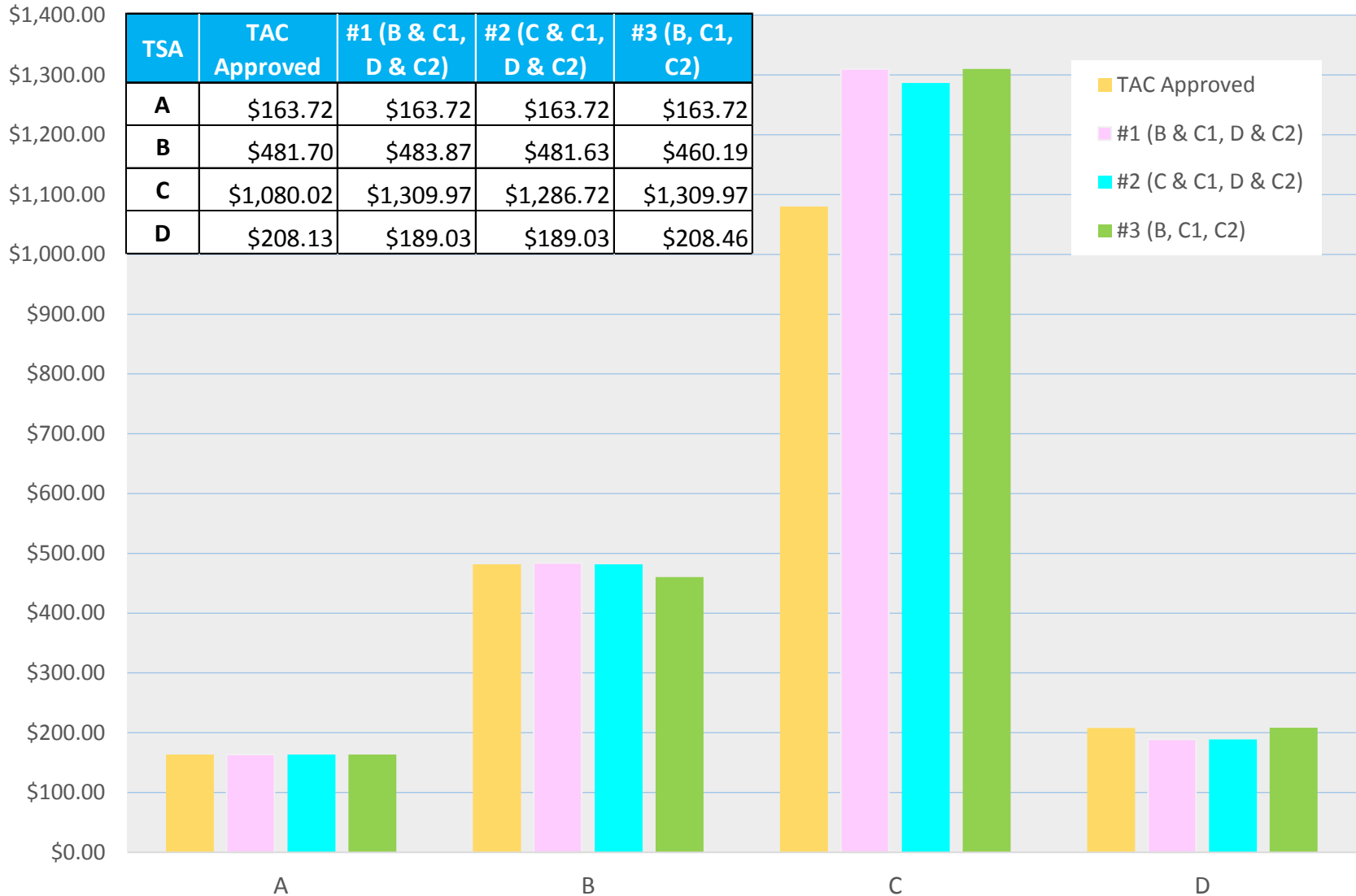
XX - 50% TIF cost reduction.

TIF Cost by Project Type and by TSA (Combined C1 with B & C2 with D)

TSA	Roadway Project						Intersection Project	Total
	Concurrency	Corridor & Connector	Plateau Corridor	Freight Mobility	Completed TIF1	Sub Total		
A	\$16,302	\$9,494	\$11,969	\$910	\$5,387,207	\$5,425,882	\$1,145,320	\$6,571,202
B & C1	\$48,459,204	\$8,107,357	\$8,669,505	\$2,508,247	\$6,086,154	\$73,830,467	\$39,504,359	\$113,334,826
C	\$28,992,541	\$58,151	\$88,805,684	\$11,958	\$166,833	\$118,035,166	\$2,513,397	\$120,548,563
D & C2	\$2,031,915	\$1,286,764	\$1,294,264	\$135,910	\$232,447	\$4,981,300	\$5,438,778	\$10,420,077
Total	\$79,499,962	\$9,461,766	\$98,781,422	\$2,657,025	\$11,872,640	\$202,272,815	\$48,601,853	\$250,874,669

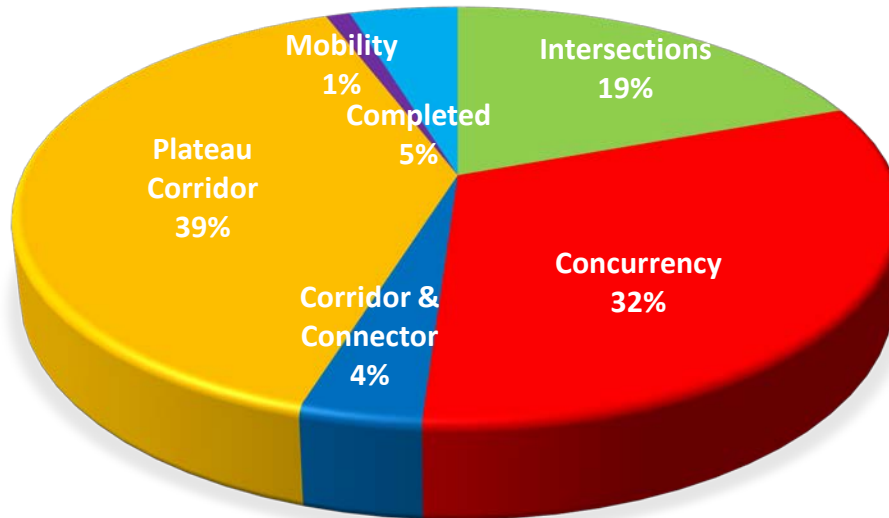
xx 95% TIF cost reduction; xx 50% TIF cost reduction.

Comparison of Cost Per Trip Among Scenarios



Project Type	Number of Projects	Estimated Cost in 2018	TIF Cost	County Cost
Intersections	72	\$101,400,000	\$48,601,853	\$52,798,147
Concurrency	5	\$124,300,000	\$79,499,962	\$44,800,038
Corridor & Connector	5	\$48,893,000	\$9,461,766	\$39,431,234
Plateau Corridor	3	\$117,000,000	\$98,781,422	\$18,218,578
Mobility	7	\$265,211,000	\$2,657,025	\$262,553,975
Completed	4	\$49,112,000	\$11,872,640	\$37,239,360
Total		\$705,916,000	\$250,874,668	\$455,041,332

xx 95% TIF cost reduction for all TSAs; xx 50% TIF cost reduction for TSA B & C.





Scenario 3: TIF Cost Per New Trip by Project Type and by TSA (Combined C1, C2 with B)

TSA	Roadway		Intersection		Total Combined Cost		Cost of Single Family Unit ¹
	TIF Cost	Cost Per New Trip	TIF Cost	Cost Per New Trip	TIF Cost	Cost Per New Trip	
A	\$5,443,163	\$135.26	\$1,145,320	\$28.46	\$6,588,483	\$163.72	\$1,468.23
B, C1, C2	\$98,175,993	\$325.09	\$40,797,216	\$135.09	\$138,973,209	\$460.19	\$4,126.97
C	\$118,142,790	\$1,282.68	\$2,513,397	\$27.29	\$120,656,187	\$1,309.97	\$11,747.83
D	\$5,792,296	\$121.49	\$4,145,920	\$86.96	\$9,938,215	\$208.46	\$1,869.44
Total	\$227,554,241		\$48,601,853		\$276,156,094		
Average		\$472.09		\$100.83		\$572.92	\$7,526.74

xx - Proposed 50% TIF cost reduction of "Corridor & Connector" & "Mobility" projects for the selected TSAs.

1. Base Trip Rate = 9.44. New Trip % = 95%. Trip Length Factor = 1.0.

Scenario 2: TIF Cost Per New Trip by Project Type and by TSA (Combined C1 with C & C2 with D)

TSA	Roadway		Intersection		Total Combined Cost		Cost of Single Family Unit ¹
	TIF Cost	Cost Per New Trip	TIF Cost	Cost Per New Trip	TIF Cost	Cost Per New Trip	
A	\$5,443,163	\$135.26	\$1,145,320	\$28.46	\$6,588,483	\$163.72	\$1,468.23
B	\$94,258,653	\$339.74	\$39,364,985	\$141.89	\$133,623,638	\$481.63	\$4,319.25
C & C1	\$120,288,827	\$1,258.96	\$2,652,771	\$27.76	\$122,941,597	\$1,286.72	\$11,539.33
D & C2	\$7,563,598	\$109.96	\$5,438,778	\$79.07	\$13,002,375	\$189.03	\$1,695.18
Total	\$227,554,241		\$48,601,853		\$276,156,094		
Average		\$472.09		\$100.83		\$572.92	\$7,526.74

xx - Proposed 50% TIF cost reduction of "Corridor & Connector" & "Mobility" projects for the selected TSAs.

1. Base Trip Rate = 9.44. New Trip % = 95%. Trip Length Factor = 1.0.

A. Proposed TSA “C” Boundary Modifications

B. TSA Alternatives & Resulted TIF Rates

C. Potential Reduction of TIF Rates

D. Future TAC Meetings – Schedule and Topics