
Local Government & Housing Committee

SSB 5548

Brief Description: Expanding certain public facilities eligible to be credited against the imposition of impact fees.

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Haugen, Jarrett, Fraser and Shin).

<p>Brief Summary of Substitute Bill</p> <ul style="list-style-type: none">• Expands the types of public facilities eligible to receive funding derived from impact fee revenues to include transit, bicycle, and pedestrian facilities.
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Hearing Date: 2/22/10

Staff: Thamas Osborn (786-7129).

Background:

Impact Fees.

Counties, cities, and towns that plan under the major provisions of the Growth Management Act (GMA) are authorized to impose impact fees on development activity as part of the financing of public facilities. Impact fees are payments of money required of developers as a condition of development approval. Local governments are required to use impact fees to pay for certain public facilities that are made necessary as the result of a development and must ensure that such fees are:

- used only for system improvements that are reasonably related to the impact of the development on the use of public facilities;
- do not exceed a proportionate share of the cost of system improvements made necessary by the development; and
- are used for system improvements that reasonably benefit the new development.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

In determining how system improvements are to be financed, a local government must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees. Additionally, local ordinances must also include a fee schedule for each type of development activity subject to impact fees, specifying the amount of the impact fee to be imposed for each type of system improvement. The schedule must be based upon a formula or other method of calculating the prorated impact fee.

The types of "public facilities" that may receive funding from impact fees are limited to specified types of capital facilities owned or operated by government entities. Such public facilities are limited to the following:

- public streets and roads;
- publicly owned parks, open spaces, and recreation facilities;
- school facilities; and
- fire protection facilities in jurisdictions that are not part of a fire district.

Summary of Bill:

The types of public facilities eligible to receive funding derived from impact fee revenues are expanded to include transit, bicycle, and pedestrian facilities.

Appropriation: None.

Fiscal Note: Not requested.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.