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MEMORANDUM

TO: Development Review, Thurston County Public Works

FROM:  Scott Lindblom, PE – County Engineer

DATE: June 30, 2015

SUBJECT: **CONCURRENCY REVIEW – MARVIN RD CORRIDOR
SUPPLEMENT TO APRIL 9, 2015 MEMO**

REFERENCE: Thurston County Code 17.10 Transportation Facilities Concurrency
Management System

Dear Affected Parties,

Thurston County Public Works prepared an April 9, 2015 memo regarding concurrency review of the Marvin Road Corridor. The memo described how previous studies identified intersections in the Marvin Road corridor that are projected to fall below adopted levels of service by 2020.

The attached white paper provides a supplement to the April 9, 2015 memo and documents a process by which developments may participate with Thurston County in addressing Marvin Road Concurrency. The process allows developments to use existing reserve capacity in the corridor at a pro rata share of the cost.

If you have any questions or comments, please contact Kevin Hughes, Thurston County Development Review at (360) 754-2042.

54-2042.

Marvin Road Corridor Concurrency White Paper
Thurston County Public Works

Introduction

This paper will document the process used by Thurston County Public Works to determine the point the Marvin Road corridor (from Mullen Road SE to Lacey City Limits, see attached map) will exceed currently adopted concurrency thresholds.

Background

Concurrency under the Thurston County Code means, "the provision for assuring that improvements or strategies to accommodate the impacts of development are in place at the time of development or that a guaranteed financial commitment is in place to complete the improvements or strategies within six years so the levels of service for transportation facilities do not fall below the level of service standards adopted in the comprehensive plan due to the impacts of new development." Thurston County Code 17.10.010 (defining "Concurrency").

In 2014 a traffic study for a Development called Oak Tree Preserve (OTP) indicated several intersections on the Marvin Road Corridor would fall below adopted levels of service by 2020 without traffic from the OTP. Those intersections included:

- Union Mills SE
- 19th Ave SE
- 25th Ave SE
- Mullen Rd SE

OTP prepared a mitigation plan to mitigate transportation level of service impacts at these intersections resulting from their projected traffic volumes. The plan was included in Thurston County's Mitigated Determination of Non-Significance. The OTP traffic study did not identify the specific year these intersections would fall below the current adopted level of service standards without OTP traffic.

The OTP land use decision is not a financial guarantee; therefore subsequent developments need to ensure the Marvin Rd Corridor meets currently adopted levels of service within 6 years. Once the level of service exceeds concurrency on the corridor, Thurston County then becomes responsible to achieve concurrency.

History

- The State of Washington Adopted the Growth Management Act (GMA) in 1990
- Thurston County adopted a concurrency management system in 1995 under Title 17.10 of the Thurston County Code.
- 2009 Oak Tree Preserve submitted a development application
- 2013 Marvin Road Corridor Upgrade was added to the 20 year Capital Facilities Plan
- 2014 Oak Tree Preserve Traffic Study was submitted
- Oak Tree Preserve Land Use Decision issued on April 24, 2015
- Concurrency Memo from County Engineer sent to City of Lacey and applicants with developments impacting the Marvin Road Corridor on April 9, 2015

Legal Authority

- Chapter 36.70 RCW
- Thurston County Code Title 17.10

Traffic Growth Projections

- May 2015 intersection counts provided by Transpo Group
- Traffic Growth Rates Provided by Thurston Regional Planning Council
- City of Lacey Pipeline Project List*
- Thurston County Pipeline Project List*

*Pipeline projects are those projects that have not received preliminary approval at the time of this evaluation. Pipeline project trips were phased in over a six year period starting in 2015.

Software Used

- Highway Capacity Software
- Synchro

Software Inputs

- Peak Hour Factor 0.95

Six-Year-Concurrency Strategy

Thurston County identified upgrades to Marvin Rd necessary within the next 20 years to accommodate future traffic demands. The corridor project is included in the Thurston County Capital Facilities Plan (Marvin Road – Pacific Ave/SR 510 to Mullen Rd). The strategy to improve the corridor may include many phases or parts, including intersection improvements, but regardless the project and impacts are defined at the corridor level. The first two phases or improvements necessary to accommodate growth include improvements at the following two intersections:

Intersection	Improvement
Union Mills SE	Roundabout ¹
Mullen Rd SE	Roundabout

Strategy Cost

- \$6,200,000

Strategy Implementation

Based on the traffic studies discussed above, the Level of Service on the Marvin Road Corridor is expected to drop below adopted levels of service in 2020. At that point, Thurston County will be responsible for implementing corridor improvements within six years (i.e., by 2026). This discussion on transportation concurrency was outlined in the April 9, 2015 memo (attached) which identified options for prospective developments.

¹ Improvement would include relocating railroad safety gates.

Thurston County has developed an approach to allow developments to move forward by shifting the year the Level of Service drops below adopted levels to 2018 or 2019 from the projected year of 2020. With this approach, Thurston County will assume responsibility to address concurrency one to two years earlier than anticipated (i.e., 2020). This approach allows developments to purchase reserve capacity in the corridor by paying a pro-rata portion of the cost of the first two phases of corridor improvements.

The reserve capacity is limited to a total of 165 PM peak hour trips on the corridor, over a period of two years. These trips represent the reserve capacity, and as a result, allocating these trips moves the concurrency failure from 2020 to 2018. In addition, during the two-year period there is a level of responsibility Thurston County will incur by accepting additional trips along this corridor.

Impact Measurement

- PM peak hour trips on corridor

Mitigation Fee Phasing

For purposes of determining the mitigation fee the following matrix was used:

Mitigation Fee Phasing Matrix				
Year	Developer Responsibility	County Responsibility	Reserve Capacity	Cost Per Trip ²
2015	6,200,000	0	Not Available	-
2016	4,960,000	1,240,000	Not Available	-
2017	3,720,000	2,480,000	Not Available	-
2018	2,480,000	3,720,000	82	\$30,000
2019	1,240,000	4,960,000	83	\$15,000
2020	0	6,200,000	-	-

² Developer Responsibility divided by peak reserve capacity trips and rounded.

Mitigation Phasing Impact to Thurston County

- Thurston County would assume responsibility³ for concurrency strategy starting in 2018 instead of 2020, not including OTP impacts and mitigation plan.

Administration

- All new developments that may contribute 1 or more trips to the Marvin Road Corridor will need to submit a level of traffic study in order to make a concurrency determination.
- Existing projects needing to meet the concurrency conditions will be given the opportunity to purchase reserve capacity as an option for proceeding. The projects will be considered on a first come, first serve basis according to their application submittal date.
 - All existing applicants will be sent a letter explaining the process, costs involved and offer expiration date (approximately 14 days).
 - Each applicant shall respond in writing if they wish to participate.
 - Total costs will be calculated according to the Mitigation Fee Phasing Matrix.
 - A letter explaining the actual costs for their project will be sent to the participating applicants with a payment due date (approximately 30 days).
 - Once payment is received, those trips will be removed from the reserve capacity.
- Reserve capacity remaining after initial solicitation will be offered up on a first come, first serve basis to new projects with a complete application.
- Thurston County will track approved development projects for purposes of determining the amount of reserve capacity remaining.
- Supporting data used for this white paper is available upon request.

³ Assuming responsibility assuring that improvements or strategies to accommodate the impacts of development are in place at or that a guaranteed financial commitment is in place to complete the improvements or strategies within six years (2024) so the levels of service for transportation facilities do not fall below the level of service standards adopted in the comprehensive plan