

TRAFFIC CONCURRENCY & TRAFFIC IMPACT FEES

City of Tukwila - Permit Center
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TRAFFIC CONCURRENCY FEES

Tukwila Municipal Code (TMC) 9.50.030 states “All applicants must apply for the transportation concurrency test and receive notice of passing the test before the City will approve an application for any development permit or building permit. An application for a concurrency test may be submitted with other development submittals.”

Applicable Regulations:

- [Tukwila Municipal Code](#)
- [Traffic Concurrency Fee Rates](#)
- [Traffic Impact Fee Rates](#)

Traffic Concurrency fees pay for the City’s efforts to ensure that we provide the necessary vehicular (and in the future, multi-modal) capacity to allow for all the projected developments to proceed. This includes our routine updates to the City’s traffic model, updates to the Transportation Element (a chapter of the larger Comprehensive Plan), regular Concurrency Reports, and all the necessary engineering, planning, and data collection. Because we are proactive in planning for new and re-development in the City, we generally don’t require developers to hire an outside traffic engineer to prepare a Traffic Impact Analysis (TIA) report. Should a proposal come forward that we’ve not anticipated, the City reserves the right to either require a full TIA or even require the developer to pay for an update to our Traffic Model to ensure adequate capacity would exist with the development.

When required:

A traffic concurrency fee is required at the time of subdivision. If no subdivision is involved, the traffic concurrency fee will be assessed at the building permit phase. If traffic concurrency was completed and captured during the land use process, it will not be required again at the building permit stage, unless the concurrency certificate has expired, see “Expiration” below for more information. This information will be entered by the applicant at time of application.

Exemptions (TMC 9.50.060):

Single-family homes, small multi-family projects (4 or fewer units), and developments generating fewer than 30 peak-hour trips are exempt. The applicant is required to submit for a concurrency certificate, along with the **associated fee**, but is not subject to receiving a passing grade in order to obtain other development approvals.

Expiration:

The concurrency certificate shall expire within one year of its issuance unless the applicant submits a building permit application, a SEPA environmental checklist and all required documentation pursuant to TMC Chapter 21.04, or an extension is granted within one year from the date of issuance of the concurrency certificate.

If the deadline for submittal of a complete building permit application, SEPA environmental checklist and all required documentation is met as described in TMC Section 9.50.030.B.7, or other submittal as determined by the Public Works Director or designee, the concurrency certificate shall be valid for two years from the date of issuance of the building permit, SEPA Determination, or other City-issued approval. If the building permit, SEPA environmental checklist, or other submittal is withdrawn by the applicant prior to approval by the City or expires, the concurrency certificate shall expire one year after the date of issuance.

An applicant must apply for a new concurrency test if the certificate expires, or an extension is not granted.

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TMC 9.48.040 (E) states that “Fees for development shall be calculated based on their net new "p.m. peak hour" trip generation rates as determined by the Public Works Director, or designee, applying the ITE Trip Generation Manual. If the proposed development activity concerns an existing use, the fee shall be based on net new trips generated by the redevelopment. If an existing building has not been used for its intended purpose or has been vacant for twelve months or more preceding application, no credit for existing trips shall be given.

These impact fees pay for the transportation facilities needed to serve new growth and development that is a proportionate share of the cost of the capital facilities that is used for facilities that reasonably benefit new development. Impact fees are independent of a permit fee, an application fee, a concurrency test fee, and the administrative fee for collecting and handling impact fees or cost of reviewing independent fee calculations.

KEY DIFFERENCES

	Traffic Concurrency	Traffic Impact Fees
Focus	Evaluates if current capacity is adequate.	Funds new infrastructure to support growth.
Fee Purpose	Covers planning, modeling, and reporting costs.	Contributes to capital projects benefiting development.
Timing	Owed before permit issuance.	Owed before permit issuance.
Calculation Basis	Based on traffic modeling and Level of Service (LOS) standards.	Based on net new PM peak-hour trips.
Scope	Ensures capacity for the broader transportation network.	Pays for specific infrastructure improvements.

In summary, traffic concurrency ensures that adequate capacity exists, while traffic impact fees fund the infrastructure necessary to accommodate growth. Both work together to manage development impacts on the transportation system.