

Chapter 10: Multimodal TIF System and Urban Village TIF Reduction Program - 2023

In December 2018, Bellingham adopted a new [Multimodal Transportation Impact Fee \(TIF\) System](#) based on ‘person trips’ rather than the traditional TIF system based on ‘vehicle trips’ with increasing TIF rates adopted for 2019-2025 (see below). The new Multimodal TIF system is consistent with policies and funding expectations in the Multimodal Transportation Chapter of the Bellingham Comprehensive Plan and was implemented on January 1, 2019. Bellingham is one of only four cities in Washington with Multimodal TIFs and this new program will help to provide critical funding contributions from private development to help complete the citywide pedestrian and bicycle networks, in addition to the street system for motorized auto, freight, and transit vehicles.

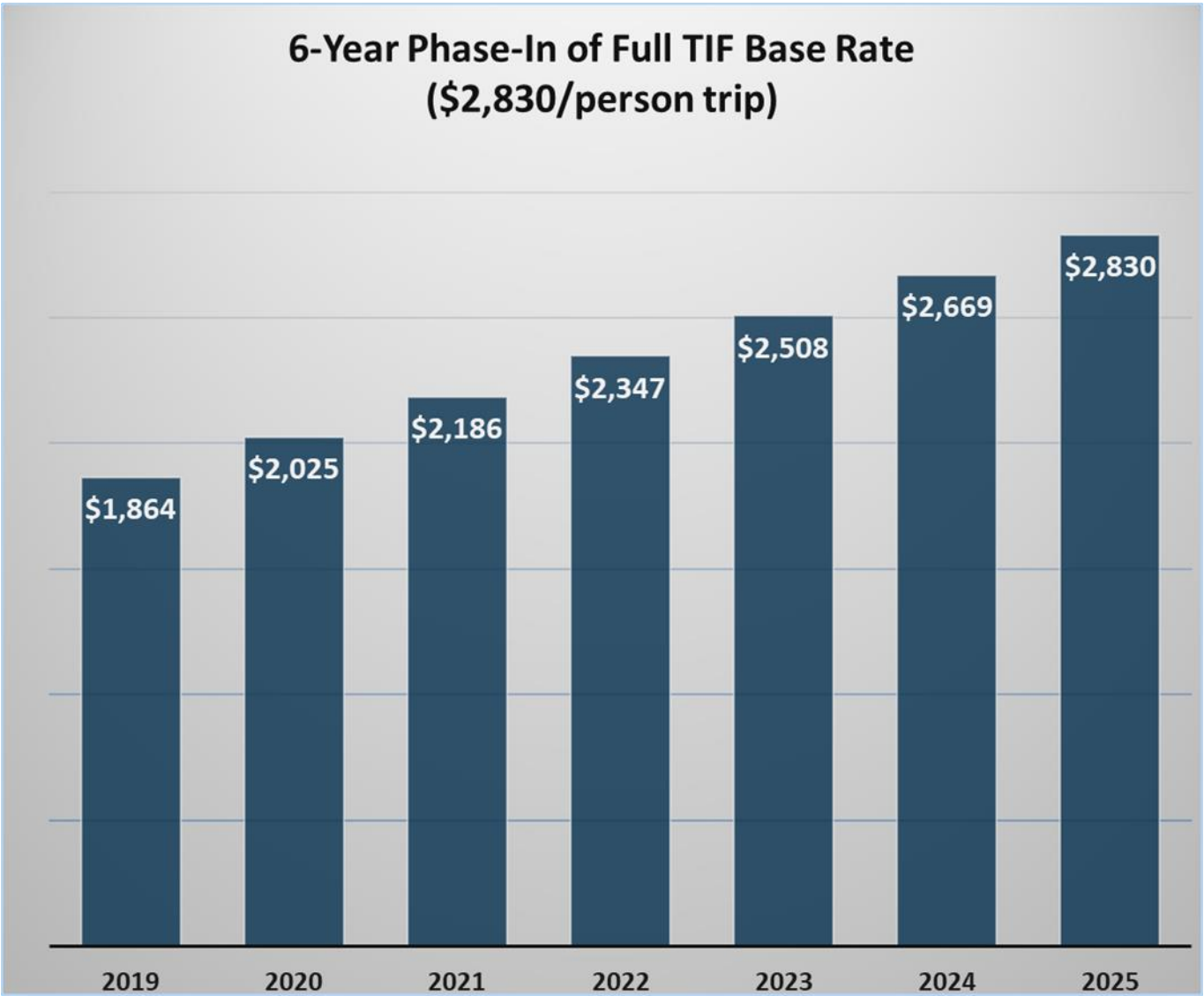
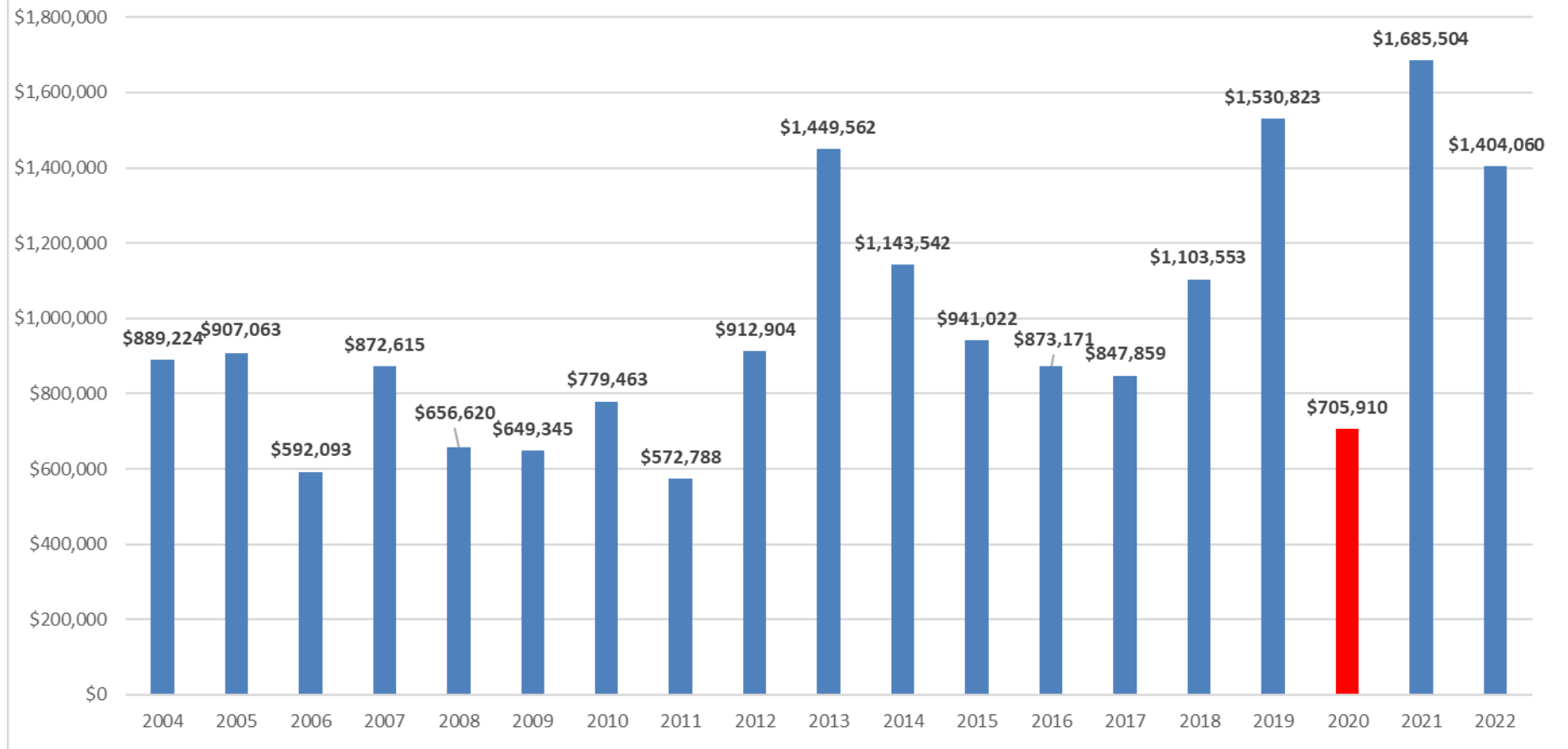


Figure 10.1 Adopted Bellingham TIF Base Rates, 2019-2025

Figure 10.2 TIF Revenue Collected From Development, 2004 -2022



In Bellingham, Transportation Impact Fees (TIF) were first assessed for private development beginning in 1995 with the adoption of the City's first GMA-compliant Comprehensive Plan. Figure 10.2 shows the annual totals for TIF revenue collected from private development from 2004 through 2022. While some complain that the City charges too much in TIF rates, annual TIF revenue pales in comparison to the costs of providing transportation infrastructure. In March 2020, the COVID-19 global pandemic significantly slowed private development activity and overall 2020 TIF revenue was 54% less than in 2019. In 2021-2022, despite labor and supply chain issues, private development activity resumed and TIF revenue is essentially back to normal.

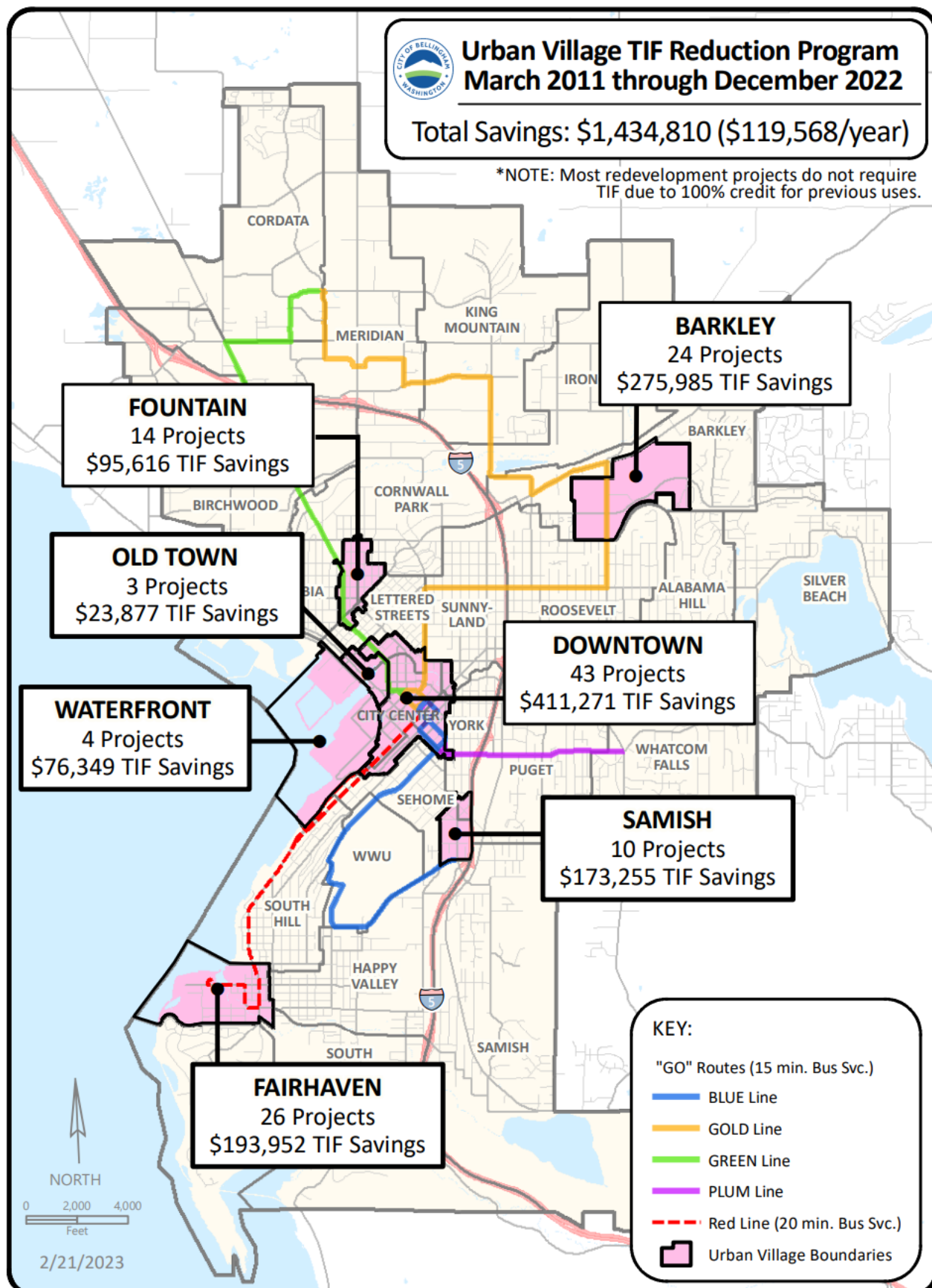


Figure 10.3. Urban Villages Eligible for TIF Reduction Program