



## Kitsap County Transportation Impact Fee Study - May 2021

### Executive Summary

The Transportation Impact Fee Study shows how an updated Kitsap County transportation impact fee rate is developed. It describes the existing impact fee rate, the basis for the fee, the rate methodology, the impact fee project list, and includes the new recommended fee rate. The new proposed impact fee is \$4304 per PM trip.

Impact fees are a comprehensive grouping of charges based on new development. These fees are assessed to pay for capital facility improvement projects necessitated by new development growth, including but not limited to parks, schools, and streets/roads. Transportation impact fees are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development.

When impact fees are imposed, the funds collected from developments can be expended only on transportation system improvements which are: (a) identified in the comprehensive plan, capital improvement program, or other policy documents (including this study) as needed for growth, and (b) reasonably related to the impacts of the new development from which fees are collected. Section 1 (Introduction) explains impact fees in more detail.

The Kitsap County travel demand model and traffic operations model are the technical basis for the transportation impact fee rate calculation. The models quantify anticipated travel demand and traffic operations, which are used to identify transportation improvement projects required to maintain transportation level of service standards given anticipated development forecasts. Section 2 (Traffic Forecasting) describes the development, calibration, and application of the travel demand and operations models.

The conceptual basis for the transportation impact fee is that growth (i.e. new development) should pay a proportionate share of the cost to provide future transportation capacity. This proportionate share is calculated based on the estimated cost of growth-related transportation improvement projects and on an estimate of growth's share of capacity utilization for each project. Section 3 (Impact Fee Analysis) explains the current impact fee methodology, projects eligible for impact fees, and how impact fees are calculated.

Section 4 (Additional Issues for Consideration) explains the anticipated impact fee revenue and shows how impact fees, grants, and other public funds work together to meet project costs.

A chart in Section 5 (Transportation Impact Fee Rate Comparison) shows how the proposed impact fee compares to current impact fees in Western Washington. The updated fee proposed is just below the western Washington average. Poulsbo, Gig Harbor and Poulsbo have higher fees, Bainbridge Island has lower fees. Bremerton does not collect impact fees.

Fee credits, independent fee calculation and construction cost index adjustments are explained in Section 6 (Credits and Adjustments).

The appendices include the 2020 Travel Demand Model Update, the Transportation Impact Fee Projects List, a Comparison of 2019-2020 impact fee rates in western Washington and the Transportation Impact Fee Rate Schedule.



