

TRANSPORTATION IMPACT FEE RATE STUDY
2020 UPDATE

NOTE:

Fees in this document on pages 14 - 16 are outdated.

Fees are updated every year on March 1st.
Refer to the current Fee Schedule.

FINAL REPORT

December 2020

Prepared for:
City of Port Orchard

Prepared by:
Transportation Solutions, Inc.
16932 Woodinville-Redmond Rd NE
Suite A206
Woodinville, WA 98072

Table of Contents

1. Introduction 1

 Definition of Impact Fees..... 1

 Statutory Basis for Impact Fees 1

2. Impact Fee Analysis 2

 Methodology 2

 Current Impact Fee Methodology 2

 Projects Eligible for Impact Fees..... 2

 Eligible Project Costs..... 3

 Impact Fee Calculation 3

 Sample Transportation Impact Fees..... 6

3. Additional Issues for Consideration 6

 Anticipated Annual Revenues from Impact Fees..... 6

 Anticipated Grant Revenue 6

 Anticipated Need for Other Public Funds..... 7

4. Transportation Impact Fee Rate Comparison 7

5. Credits and Adjustments 7

 Impact Fee Credits 7

 Independent Fee Calculation..... 8

 Construction Cost Index Adjustment..... 8

6. Conclusions 8

Appendices

- Appendix A. Transportation Impact Fee Project List
- Appendix B. Transportation Impact Fee Rate Schedule
- Appendix C. Comparison of 2019-2020 TIF Rates in Western Washington

List of Tables

Table 1. Impact Fee-Eligible Transportation Improvement Projects 5

Table 2. Transportation Impact Fee Comparison for Typical Land Uses..... 6

1. Introduction

This document summarizes the development of an updated transportation impact fee rate for the City of Port Orchard. It describes the existing impact fee rate, the basis for the fee, the rate methodology, the impact fee project list, and the recommended fee rate.

Definition of Impact Fees

Impact fees are a comprehensive grouping of charges based on new development within a local municipality. 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. The Revised Code of Washington (RCW) Section 82.02.050 identifies the intent of impact fees as the following:

- To ensure that adequate facilities are available to serve new growth and development;
- To promote orderly growth and development by establishing standards by which counties, cities, and towns may require, by ordinance, that new growth and development pay a proportionate share of the cost of new facilities needed to serve new growth and development; and
- To ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicative fees for the same impact.

Statutory Basis for Impact Fees

Transportation impact fees are a financing mechanism authorized by the Growth Management Act (GMA) of Washington State (see RCW 36.70A.070 and 82.02.050). State law imposes strict limitations on impact fees. These limitations are intended to assure property owners that the fees collected are reasonably related to their actual impacts and will not be used for unrelated purposes.

If 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 as needed for growth, and (b) reasonably related to the impacts of the new development from which fees are collected.

Specifically, condition (a) requires that impact fees are not used on improvements needed to remedy existing deficiencies. Those needs must be entirely funded from public sector resources. Condition (b) is satisfied if the local government defines a reasonable service area, identifies the public facilities within the service area that require improvement during the designated planning period, and prepares a fee schedule taking into account the type and size of the development as well as the type of public facility being funded.

To achieve the goal of simplicity, impact fee calculations are applied on an average basis for the entire transportation system, rather than project-by-project. This is a key difference between impact fees and State Environmental Policy Act (SEPA) mitigation, whereby pro-rata shares of specific project improvements are collected.

Pre-calculated impact fees are easier to administer than traditional SEPA development mitigation, at the point of development review. However, more complex administrative procedures are necessary to track

the funds collected from each development. This is necessary to assure that the funds are expended only on eligible transportation system improvements and to assure that impact fee revenues are used within six years. Fees not expended within six years must be refunded with interest to the current owner of the property.

The methodology and results described below are consistent with the requirements of the GMA. The procedures and recommendations described herein can be formally enacted by an impact fee ordinance incorporating this memo by reference.

2. Impact Fee Analysis

Methodology

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 identified in the Comprehensive Plan and on an estimate of growth's share of capacity utilization for each project. The impact fee analysis is limited to projects that provide capacity improvements needed for growth. Projects related to maintenance, such as pavement overlays and physical obsolescence, as well as improvements necessary to mitigate existing capacity deficiencies, are not eligible for impact fee funding. However, agencies have been encouraged by the Department of Commerce to consider multimodal transportation improvements and, to that end, shoulder widening, sidewalks, bike lanes and parallel trails are reasonable to include as both motorized and nonmotorized capacity enhancements.

Current Impact Fee Methodology

The Port Orchard transportation impact fee program was developed and adopted in 2015 as ordinance number 023-15 and later reorganized under ordinance number 019-17. The impact fee methodology is based on proportionate growth share of impact fee eligible project costs.

As of December 2020, the transportation impact fee rate is \$2,552 per new PM peak hour trip. A separate impact fee rate of \$560 per new PM peak hour trip is applied to growth in the McCormick Woods PUD. This rate represents the difference between the citywide rate and a GEM1 fee rate of \$1,992 per trip which was required per the McCormick Woods Development Agreement adopted in 2005.

Projects Eligible for Impact Fees

Not all planned transportation projects and programs are eligible for impact fees. Planned improvement project are divided below into the following categories in order to establish a list of qualifying projects that will form the basis for the Port Orchard impact fee rate:

- Project Improvements
- Planned Transportation Projects needed within 20 years
- Maintenance Projects

Project Improvements

Project improvements are transportation improvements necessary for a specific development that do not provide significant system benefits. These are typically low-volume local streets that serve driveways and parking areas. They may provide connections to other developments, but not for the purpose of

significant system capacity. Other project improvements include safety improvements and new access connections to existing arterials that serve only one development. Project improvements are typically required by other development regulations or as SEPA mitigation for specific development impacts not anticipated in the Comprehensive Plan. Project improvements are not eligible for impact fees. For the purpose of this rate analysis, roadway extensions that connected existing developments, but were not significant arterials, were considered project improvements that could be required under other City codes and regulations but would not be included in the impact fee calculation.

Planned Transportation Projects

The Port Orchard 2021-2040 Transportation Improvement Program (TIP) identifies transportation projects which are needed to serve traffic growth for the next twenty years. Projects with capacity benefits are eligible for impact fee funding. Capacity-related improvements may include adding turn lanes, lane widening or separating non-motorized modes, adding signals or roundabouts for intersection capacity, or other improvements. The methodology for roadway capacity calculation is described in the Transportation Element of the Comprehensive Plan. The proportional share of these projects reasonably related to growth are eligible for impact fees.

Maintenance Projects

Maintenance programs, general studies, and non-capital activities are generally not eligible for impact fees. A component of ongoing pavement preservation could be eligible for impact fees if it is demonstrated that growth increases the magnitude of pavement reconstruction requirements. For instance, if existing conditions require a two-inch asphalt overlay, but added traffic from growth requires a three-inch asphalt overlay to achieve the same pavement life, the cost of the additional inch of asphalt could be attributed to growth. If the overlay or reconstruction provides increased lane width, intersection improvements, or shoulder widening the cost of the expansion could be considered eligible.

Eligible Project Costs

Impact fee eligible projects and their estimated costs are identified in **Table 1**. These costs include various elements which are necessary for the construction of transportation improvements, including design, permitting, right-of-way, construction, and construction management. Ongoing or future maintenance is not an eligible impact fee cost. TIP projects which are not capacity-related, or which are considered maintenance projects/programs are not included in the TIF project list.

Impact Fee Calculation

The impact fee was calculated based on the increase in PM peak hour vehicle trips resulting from growth, the cost of improvements related to growth, and the City's transportation financing strategy, as defined in the 2016 Comprehensive Plan. The calculation methodology is described below.

Local Funding Responsibility

Roadway projects are generally eligible for state and federal grant funds. These funds are not predictable and vary in amount by grantor. Additionally, cost-sharing agreements with Washington State Department of Transportation (WSDOT) and Kitsap County are anticipated to reduce some of the City's project cost responsibility.

This analysis assumes the City will be responsible for 50 percent of total impact fee-eligible project costs over the 20-year planning horizon, with the other 50 percent anticipated to be funded by grant and intergovernmental revenue roadway projects.

Exceptions were applied to the following projects which are anticipated to be fully funded by the City of Port Orchard or by local development, with no grants or intergovernmental revenue:

- Bethel/Sedgwick Corridor Phase 1 Design (TIP #1.3)
- Old Clifton Rd Design – 60% (TIP #1.5A)
- Old Clifton Rd & Campus Parkway roundabout (TIP #1.5C)
- Old Clifton Rd & McCormick Woods Dr roundabout (TIP #2.08)
- Glenwood Connector Roadway (per development agreement)
- Feigley Rd improvements (per development agreement)

Proportionate Share of Project Cost

Growth’s proportionate share of each improvement project was calculated as the proportion of added capacity which will be used by new development trips, per the Port Orchard travel demand model.

The Port Orchard travel demand model was most recently updated and recalibrated in 2019. It incorporates trip generation data published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* and calibrated to fit 2019 weekday PM peak hour traffic counts. The travel demand model trip distribution and traffic assignment procedures were calibrated based on regional and national guidance, including the Kitsap County travel demand model and Federal Highway Administration travel demand model calibration guidance, in addition to local engineering expertise and traffic counts.

To generate 2040 PM peak hour travel demand forecasts, the calibrated 2019 PM travel demand model was modified to include housing and employment growth forecasts identified in the Port Orchard Comprehensive Plan. A total of 7,352 new weekday PM peak hour trips are anticipated citywide between 2019 and 2040. These new trips were assigned to the transportation network, resulting in traffic growth forecasts for each intersection and roadway segment on the TIF project list.

The proportionate growth share of TIF project costs was calculated by dividing the 2019-2040 PM peak hour trip growth by the capacity contribution, in vehicles per hour, of each improvement project:

$$[Proportionate\ Share\ of\ Project\ Cost] = \frac{PM\ peak\ hr\ trip\ growth}{Added\ PM\ peak\ hr\ capacity}$$

The resulting proportionate share for each TIF project is identified in **Table 1**. Total project costs and growth share are summarized below:

| | |
|---|---------------------|
| Total TIF Project Cost | \$145,863,474 |
| Anticipated Grant & Intergovernmental Revenue | \$78,597,474 |
| Anticipated City & Developer (Non-Grant) Responsibility | \$67,266,000 |
| Growth/Development Share of Project Cost | \$36,343,224 |

Table 1. Impact Fee-Eligible Transportation Improvement Projects

| TIP ID ¹ | Project Name | Cost Estimate (\$) | Local Share ² (\$) | Growth Share ³ (%) | Growth Share (\$) |
|---------------------|--|--------------------|-------------------------------|-------------------------------|-------------------|
| DA | Glenwood Connector Roadway | 2,000,000 | 2,000,000 | 100% | 2,000,000 |
| 1.1 | Tremont St Widening CN Phase | 23,600,000 | 7,570,000 | 24% | 1,851,656 |
| 1.3 | Bethel/Sedgwick Corridor Ph. 1 Design | 1,211,000 | 1,211,000 | 24% | 293,489 |
| 1.4 | Old Clifton Rd/Anderson Hill Rd Roundabout | 2,420,000 | 968,000 | 81% | 786,112 |
| 1.5A | Old Clifton Rd Design – 60% | 562,000 | 562,000 | 100% | 562,000 |
| 1.5C | Old Clifton Rd/Campus Pkwy Roundabout | 1,600,000 | 1,600,000 | 100% | 1,600,000 |
| 1.7 | Vallair Ct Connector | 2,498,000 | 1,249,000 | 8% | 96,697 |
| 2.01 | Sidney Ave (N) Widening | 13,113,000 | 6,557,000 | 48% | 3,144,444 |
| 2.02 | Sedgwick Rd West Design/ROW | 1,444,000 | 722,000 | 100% | 722,000 |
| 2.03 | Sedgwick Rd West Constr. | 4,331,000 | 2,166,000 | 100% | 2,165,500 |
| 2.04A | Bethel/Sedgwick Corridor Ph. 1 ROW/Constr. | 14,360,000 | 7,180,000 | 24% | 1,740,094 |
| 2.04B | Bethel/Sedgwick Corridor Ph. 2 | 17,498,000 | 5,249,000 | 28% | 1,464,306 |
| 2.04C | Bethel/Sedgwick Corridor Ph. 3 | 6,111,000 | 1,833,000 | 5% | 97,776 |
| 2.04D | Bethel/Sedgwick Corridor Ph. 4 | 9,179,000 | 4,590,000 | 45% | 2,067,975 |
| 2.04E | Bethel/Sedgwick Corridor Ph. 5 | 11,059,000 | 5,530,000 | 100% | 5,529,500 |
| 2.05 | Sidney Rd (S) Widening | 7,820,000 | 3,910,000 | 66% | 2,593,367 |
| 2.06 | Pottery Ave (N) Widening | 1,998,000 | 999,000 | 28% | 277,500 |
| 2.07 | Old Clifton Rd Shoulder & Ped. Impr. | 3,372,000 | 1,686,000 | 100% | 1,686,000 |
| 2.08 | Old Clifton Rd/McCormick Woods Dr Roundabout | 1,600,000 | 1,600,000 | 100% | 1,600,000 |
| 2.09 | Melcher St Widening | 749,000 | 375,000 | 7% | 25,279 |
| 2.1 | Fireweed Rd Widening | 468,000 | 234,000 | 5% | 11,700 |
| 2.12 | Sherman Ave Widening | 656,000 | 328,000 | 5% | 16,400 |
| 2.13 | Tremont St Widening Ph. 2 - PO Blvd | 10,684,000 | 5,342,000 | 100% | 5,342,000 |
| 2.14 | Pottery Ave (S) Widening | 5,245,000 | 2,623,000 | 16% | 415,119 |
| 2.16 | Blueberry Rd Widening | 749,000 | 375,000 | 22% | 80,518 |
| 2.17 | Geiger Rd Widening | 468,000 | 234,000 | 5% | 11,700 |
| 2.18 | Salmonberry Rd Widening | 281,000 | 141,000 | 21% | 28,803 |
| 2.19 | Piperberry Way Extension | 468,000 | 234,000 | 11% | 25,665 |
| 2.21 | Old Clifton Rd/Feigley Rd Roundabout | 243,000 | 122,000 | 26% | 31,150 |
| DA | Feigley Rd Improvements | 76,474 | 76,000 | 100% | 76,474 |
| Total | | 145,863,474 | 67,266,000 | 54% | 36,343,224 |

¹Project ID number in Port Orchard 2021-2040 Transportation Improvement Program. DA = development agreement project

²Portion of project cost which is anticipated to be funded by City of Port Orchard and developer funds (i.e. not funded by grants or intergovernmental revenue)

³Portion of added capacity which is used by growth (i.e. new development). Developer-funded projects are assigned 100% growth share.

Impact Fee Rate

The citywide transportation impact fee rate was calculated by dividing the sum of the growth share of TIF project cost by the total citywide PM peak hour trip growth forecast, as shown:

$$\frac{\text{Development share of project costs}}{\text{Citywide PM trip growth}} = \frac{\$36,343,224}{7,352 \text{ new trips}} = \$4,943 / \text{PM peak hour trip}$$

Sample Transportation Impact Fees

Table 2 summarizes the fee rates which would be paid by several typical developments If the above calculated rate were adopted in an impact fee ordinance. A comprehensive transportation impact fee rate schedule is included in Appendix B.

Table 2. Transportation Impact Fee Comparison for Typical Land Uses

| Land Use Type | ITE LUC ¹ | Trip Rate | Per Unit | 2015 TIF Rate (\$/unit) | 2020 TIF Rate (\$/unit) |
|-------------------------|----------------------|-----------|-----------------------|-------------------------|-------------------------|
| Single-Family Home | 210 | 0.99 | DU | 2,552 | 4,894 |
| Low-Rise Multifamily | 220 | 0.56 | DU | 1,582 | 2,768 |
| Senior Attached Housing | 252 | 0.26 | DU | 638 | 1,285 |
| General Office | 710 | 1.15 | 1,000 ft ² | 3,803 | 5,684 |
| Shopping Center | 820 | 2.51* | 1,000 ft ² | 6,406 | 12,110 |
| Light Industrial | 110 | 0.63 | 1,000 ft ² | 2,476 | 3,114 |

¹Land Use Code and trip rates per Institute of Transportation Engineers *Trip Generation Manual 10th Edition*

*Includes 34% reduction for pass-by trips, per Institute of Transportation Engineers *Trip Generation Handbook*

3. Additional Issues for Consideration

Anticipated Annual Revenues from Impact Fees

The anticipated annual revenue from the proposed transportation impact fee, based on the travel demand growth forecast of 7,352 new trips by 2040, is shown below:

$$\frac{350 \text{ trips}}{\text{year}} * \frac{\$4,943}{\text{PM trip}} = \$1,730,050 / \text{year}$$

The transportation impact fee is anticipated to generate an average of \$1,730,050 per year. This represents a 20-year average and may be more or less in any given year.

Anticipated Grant Revenue

Transportation improvement projects are generally eligible for state and federal grant funds. These funds are not predictable and vary in amount by grantor. The financing plan in the Transportation Element identifies a 50 percent grant and intergovernmental funding goal for roadway projects. This assumption is applied in the impact fee rate calculation.

Anticipated Need for Other Public Funds

The anticipated impact fee revenue does not fully fund the non-grant share of TIF project costs. The anticipated need for other public funds is summarized below:

| | | |
|--|--|---------------------|
| | Total TIF Project Cost | \$145,863,474 |
| | Anticipated Grant & Intergovernmental Revenue | \$78,597,474 |
| | Growth/Development Share of Project Cost | \$36,343,224 |
| | Remaining Unfunded Commitment (2019-2040) | \$30,922,776 |

The City will need to identify other revenue sources to fund the remaining unfunded revenue commitment of \$30,922,776 associated with the TIF projects. This represents an annual funding commitment of \$1,546,139.

4. Transportation Impact Fee Rate Comparison

The City of Bellingham Public Works Department has compiled a list of transportation impact fee rates for 79 public agencies in western Washington. The full comparison chart is included in Appendix B. Provided below are current transportation impact fee rates for several agencies which are located near Port Orchard. The updated impact fee rate of \$4,943 per PM trip would be just above the western Washington average rate, but far from the highest in western Washington.

| | | |
|---|----------------|----------------------|
| Western WA Maximum Transportation Impact Fee: | \$14,064 | (City of Sammamish) |
| City of Poulsbo Transportation Impact Fee: | \$5,397 | |
| City of Gig Harbor Transportation Impact Fee: | \$5,020 | |
| Proposed Port Orchard Transportation Impact Fee: | \$4,943 | |
| Western WA Average Transportation Impact Fee: | \$4,363 | |
| City of Bainbridge Island Transportation Impact Fee: | \$1,687 | |
| Kitsap County Transportation Impact Fee: | \$700 | |
| Western WA Minimum Transportation Impact Fee: | \$589 | (City of Oak Harbor) |

5. Credits and Adjustments

Impact Fee Credits

An applicant may request a credit for impact fees in the amount of the total value of system improvements, including dedications of land, improvements, and/or construction provided by the applicant. Credits should be considered on a case-by-case basis and shall not exceed the impact fee payable.

Claims for credit should be made before the payment of the impact fee. Credits for the construction should be provided only if the land, improvements, and/or the facility constructed are listed as planned transportation projects in the Rate Analysis and Impact Fee Ordinance. Credits are not generally given for code-based frontage improvements or right-of-way dedications, or direct access improvements to and/or within the subject development (project improvements) unless the improvement is part of a project listed in the Rate Analysis and Impact Fee Ordinance.

Independent Fee Calculation

An applicant may submit an independent fee calculation for a proposed development activity. The documentation submitted should be prepared by a traffic engineer licensed in Washington State and should be limited to adjustments in the trip generation rates used in the fee calculation.

Construction Cost Index Adjustment

Transportation impact fees should be adjusted yearly to account for inflation. Annual adjustments will be based on the All-Urban Consumers Index (CPI-U) for the Seattle-Tacoma-Bellevue area for the previous 12-month period from December to December as specified by the Bureau of Labor Statistics, United States Department of Labor. The CPI adjustment would take effect on March 1.

6. Conclusions

The recommended transportation impact fee rate is \$4,943 per new PM peak hour trip.

Appendix A. Transportation Impact Fee Project List

City of Port Orchard
Transportation Impact Fee Project List - 2020 Update

| ID | Project Name | Cost Estimate (\$) | Local Share (\$) | Growth Share (%) | Growth Share (\$) |
|--------------|--|--------------------|-------------------|------------------|-------------------|
| DA | Glenwood Connector Roadway | 2,000,000 | 2,000,000 | 100% | 2,000,000 |
| 1.1 | Tremont St Widening CN Phase | 23,600,000 | 7,570,000 | 24% | 1,851,656 |
| 1.3 | Bethel/Sedgwick Corridor Ph. 1 Design | 1,211,000 | 1,211,000 | 24% | 293,489 |
| 1.4 | Old Clifton Rd/Anderson Hill Rd Roundabout | 2,420,000 | 968,000 | 81% | 786,112 |
| 1.5A | Old Clifton Rd Design - 60% | 562,000 | 562,000 | 100% | 562,000 |
| 1.5C | Old Clifton Rd/Campus Pkwy Roundabout | 1,600,000 | 1,600,000 | 100% | 1,600,000 |
| 1.7 | Vallair Ct Connector | 2,498,000 | 1,249,000 | 8% | 96,697 |
| 2.01 | Sidney Ave (N) Widening | 13,113,000 | 6,557,000 | 48% | 3,144,444 |
| 2.02 | Sedgwick Rd West Design/ROW | 1,444,000 | 722,000 | 100% | 722,000 |
| 2.03 | Sedgwick Rd West Constr. | 4,331,000 | 2,166,000 | 100% | 2,165,500 |
| 2.04A | Bethel/Sedgwick Corridor Ph. 1 ROW/Constr. | 14,360,000 | 7,180,000 | 24% | 1,740,094 |
| 2.04B | Bethel/Sedgwick Corridor Ph. 2 | 17,498,000 | 5,249,000 | 28% | 1,464,306 |
| 2.04C | Bethel/Sedgwick Corridor Ph. 3 | 6,111,000 | 1,833,000 | 5% | 97,776 |
| 2.04D | Bethel/Sedgwick Corridor Ph. 4 | 9,179,000 | 4,590,000 | 45% | 2,067,975 |
| 2.04E | Bethel/Sedgwick Corridor Ph. 5 | 11,059,000 | 5,530,000 | 100% | 5,529,500 |
| 2.05 | Sidney Rd (S) Widening | 7,820,000 | 3,910,000 | 66% | 2,593,367 |
| 2.06 | Pottery Ave (N) Widening | 1,998,000 | 999,000 | 28% | 277,500 |
| 2.07 | Old Clifton Rd Shoulder & Ped. Impr. | 3,372,000 | 1,686,000 | 100% | 1,686,000 |
| 2.08 | Old Clifton Rd/McCormick Woods Dr Roundabout | 1,600,000 | 1,600,000 | 100% | 1,600,000 |
| 2.09 | Melcher St Widening | 749,000 | 375,000 | 7% | 25,279 |
| 2.1 | Fireweed Rd Widening | 468,000 | 234,000 | 5% | 11,700 |
| 2.12 | Sherman Ave Widening | 656,000 | 328,000 | 5% | 16,400 |
| 2.13 | Tremont St Widening Ph. 2 - PO Blvd | 10,684,000 | 5,342,000 | 100% | 5,342,000 |
| 2.14 | Pottery Ave (S) Widening | 5,245,000 | 2,623,000 | 16% | 415,119 |
| 2.16 | Blueberry Rd Widening | 749,000 | 375,000 | 22% | 80,518 |
| 2.17 | Geiger Rd Widening | 468,000 | 234,000 | 5% | 11,700 |
| 2.18 | Salmonberry Rd Widening | 281,000 | 141,000 | 21% | 28,803 |
| 2.19 | Piperberry Way Extension | 468,000 | 234,000 | 11% | 25,665 |
| 2.21 | Old Clifton Rd/Feigley Rd Roundabout | 243,000 | 122,000 | 26% | 31,150 |
| DA | Feigley Rd Improvements | 76,474 | 76,000 | 100% | 76,474 |
| Total | | 145,863,474 | 67,266,000 | 54% | 36,343,224 |

| | |
|--|----------------|
| Total Project Cost | \$145,863,474 |
| Local Share (Development + City) (%) | 46% |
| Growth/Development Share (\$) | \$36,343,224 |
| 2019-2040 PM Peak Hour Trip Growth (vph) | 7,352 |
| 2020 Transportation Impact Fee Rate (\$/trip) | \$4,943 |
| Remaining Unfunded Commitment (\$) | \$30,922,776 |
| Annual Funding Commitment (\$/yr) | \$1,546,139 |

Appendix B. Transportation Impact Fee Rate Schedule

City of Port Orchard Traffic Impact Fee Rate Schedule – Residential (2020 Update)

| ITE Code ¹ | ITE Land Use Category ¹ | ITE Trip Rate ² | Rate per Unit ³ | Impact Fee per Unit |
|-----------------------|--|----------------------------|----------------------------|---------------------|
| 210 | Single-Family Detached Housing | 0.99 | DU | \$4,894 |
| 220 | Low-Rise Multifamily Housing (1-2 floors) | 0.56 | DU | \$2,768 |
| 221 | Mid-Rise Multifamily Housing (3-10 floors) | 0.44 | DU | \$2,175 |
| 230 | Mid-Rise Residential w/ 1st Floor Commercial | 0.36 | DU | \$1,779 |
| 240 | Mobile Home Park | 0.46 | DU | \$2,274 |
| 251 | Senior Housing Detached | 0.30 | DU | \$1,483 |
| 252 | Senior Housing Attached | 0.26 | DU | \$1,285 |
| 253 | Congregate Care Facility | 0.18 | DU | \$890 |
| 254 | Assisted Living | 0.26 | bed | \$1,285 |
| 260 | Recreational Home | 0.28 | DU | \$1,384 |
| 270 | Residential PUD | 0.69 | DU | \$3,411 |
| - | Accessory Dwelling Unit (≤ 450 sf) | 0.56 | DU | \$2,768 |
| - | Accessory Dwelling Unit (> 450 sf) | 0.28 | DU | \$1,384 |

¹ Institute of Transportation Engineers, [Trip Generation Manual \(10th Edition\)](#)

² Trip generation rate per development unit for PM peak hour of the adjacent street traffic (4-6 PM)

³ DU = Dwelling Unit



City of Port Orchard Traffic Impact Fee Rate Schedule – Non-Residential LUC 1-799 (2020 Update)

| ITE Code ¹ | ITE Land Use Category ¹ | Base Trip Rate ² | % Primary Trips | Net Trip Rate | Rate per Unit ³ | Impact Fee per Unit |
|--------------------------|-------------------------------------|-----------------------------|-----------------|---------------|----------------------------|---------------------|
| PORT AND TERMINAL | | | | | | |
| 30 | Intermodal Truck Terminal | 1.87 | * | 1.870 | ksf | \$9,243 |
| 90 | Park and Ride with Bus Service | 0.43 | * | 0.430 | space | \$2,125 |
| INDUSTRIAL | | | | | | |
| 110 | General Light Industrial | 0.63 | * | 0.630 | KSF | \$3,114 |
| 130 | Industrial Park | 0.40 | * | 0.400 | KSF | \$1,977 |
| 140 | Manufacturing | 0.67 | * | 0.670 | KSF | \$3,312 |
| 150 | Warehousing | 0.19 | * | 0.190 | KSF | \$939 |
| 151 | Mini Warehouse | 0.17 | * | 0.170 | KSF | \$840 |
| 170 | Utilities | 2.27 | * | 2.270 | KSF | \$11,221 |
| 180 | Specialty Trade Contractor | 1.97 | * | 1.970 | KSF | \$9,738 |
| LODGING | | | | | | |
| 310 | Hotel | 0.60 | * | 0.600 | room | \$2,966 |
| 311 | All Suites Hotel | 0.36 | * | 0.360 | room | \$1,779 |
| 312 | Business Hotel | 0.32 | * | 0.320 | room | \$1,582 |
| 320 | Motel | 0.38 | * | 0.380 | room | \$1,878 |
| RECREATIONAL | | | | | | |
| 411 | Public Park | 0.11 | * | 0.110 | acre | \$544 |
| 416 | Campground/RV Park | 0.27 | * | 0.270 | site | \$1,335 |
| 430 | Golf Course | 0.28 | * | 0.280 | acre | \$1,384 |
| 432 | Golf Driving Range | 1.25 | * | 1.250 | tee | \$6,179 |
| 433 | Batting Cages | 2.22 | * | 2.220 | cage | \$10,973 |
| 434 | Rock Climbing Gym | 1.64 | * | 1.640 | KSF | \$8,107 |
| 435 | Multi-Purpose Recreational Facility | 3.58 | * | 3.580 | KSF | \$17,696 |
| 437 | Bowling Alley | 1.16 | * | 1.160 | KSF | \$5,734 |
| 444 | Movie Theater | 14.60 | * | 14.600 | screen | \$72,168 |
| 445 | Multiplex Movie Theater | 13.73 | * | 13.730 | screen | \$67,867 |
| 488 | Soccer Complex | 16.43 | * | 16.430 | field | \$81,213 |
| 490 | Tennis Courts | 4.21 | * | 4.210 | court | \$20,810 |
| 491 | Racquet/Tennis Club | 3.82 | * | 3.820 | court | \$18,882 |
| 492 | Health Fitness Club | 3.45 | * | 3.450 | KSF | \$17,053 |
| 493 | Athletic Club | 6.29 | * | 6.290 | KSF | \$31,091 |
| 495 | Recreational Community Center | 2.31 | * | 2.310 | KSF | \$11,418 |
| INSTITUTIONAL | | | | | | |
| 520 | Public Elementary School | 1.37 | * | 1.370 | KSF | \$6,772 |
| 522 | Public Middle/Junior High School | 1.19 | * | 1.190 | KSF | \$5,882 |
| 530 | Public High School | 0.97 | * | 0.970 | KSF | \$4,795 |
| 537 | Charter Elementary School | 0.14 | * | 0.140 | student | \$692 |
| 538 | School District Office | 2.04 | * | 2.040 | KSF | \$10,084 |
| 540 | Junior / Community College | 1.86 | * | 1.860 | KSF | \$9,194 |
| 560 | Church | 0.49 | * | 0.490 | KSF | \$2,422 |
| 565 | Day Care Center | 11.12 | 44% | 4.893 | KSF | \$24,185 |
| 566 | Cemetery | 0.46 | * | 0.460 | acre | \$2,274 |
| 571 | Prison | 0.05 | * | 0.050 | bed | \$247 |
| 575 | Fire & Rescue Station | 0.48 | * | 0.480 | KSF | \$2,373 |
| 590 | Library | 8.16 | * | 8.160 | KSF | \$40,335 |
| MEDICAL | | | | | | |
| 610 | Hospital | 0.97 | * | 0.970 | KSF | \$4,795 |
| 620 | Nursing Home | 0.59 | * | 0.590 | KSF | \$2,916 |
| 630 | Clinic | 3.28 | * | 3.280 | KSF | \$16,213 |
| 640 | Animal Hospital / Veterinary Clinic | 3.53 | * | 3.530 | KSF | \$17,449 |
| 650 | Freestanding Emergency Room | 1.52 | * | 1.520 | KSF | \$7,513 |
| OFFICE | | | | | | |
| 710 | General Office | 1.15 | * | 1.150 | KSF | \$5,684 |
| 712 | Single-Tenant Office (<5,000 sf) | 2.45 | * | 2.450 | KSF | \$12,110 |
| 715 | Single Tenant Office (>5,000 sf) | 1.71 | * | 1.710 | KSF | \$8,453 |
| 720 | Medical/Dental Office | 3.46 | * | 3.460 | KSF | \$17,103 |
| 730 | Government Office Building | 1.71 | * | 1.710 | KSF | \$8,453 |
| 732 | US Post Office | 11.21 | * | 11.210 | KSF | \$55,411 |
| 733 | Government Office Complex | 2.82 | * | 2.820 | KSF | \$13,939 |
| 750 | Office Park | 1.07 | * | 1.070 | KSF | \$5,289 |
| 760 | Research and Development Center | 0.49 | * | 0.490 | KSF | \$2,422 |
| 770 | Business Park | 0.42 | * | 0.420 | KSF | \$2,076 |

¹ Institute of Transportation Engineers, Trip Generation Manual (10th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm).

³ DU = Dwelling Unit; KSF = 1,000 square feet; VSP = Vehicle servicing position

* Pass-by and diverted trip rate data not available. Primary trip rates may be applied based on local data, development context, and engineering judgment

City of Port Orchard Traffic Impact Fee Rate Schedule – Non-Residential LUC 800-999 (2020 Update)

| ITE Code ¹ | ITE Land Use Category ¹ | Base Trip Rate ² | % Primary Trips ³ | Net Trip Rate | Rate per Unit ⁴ | Impact Fee per Unit |
|-----------------------|---|-----------------------------|------------------------------|---------------|----------------------------|---------------------|
| RETAIL | | | | | | |
| 810 | Tractor Supply Store | 1.40 | 66% | 0.924 | KSF | \$4,567 |
| 811 | Construction Equipment Rental Store | 0.99 | 74% | 0.733 | KSF | \$3,621 |
| 812 | Building Materials and Lumber Store | 2.06 | 74% | 1.524 | KSF | \$7,535 |
| 813 | Free-Standing Discount Superstore (w/ Grocery) | 4.33 | 71% | 3.074 | KSF | \$15,196 |
| 814 | Variety Store | 6.84 | 66% | 4.514 | KSF | \$22,315 |
| 815 | Free Standing Discount Store (w/o Grocery) | 4.83 | 83% | 4.009 | KSF | \$19,816 |
| 816 | Hardware/Paint Store | 2.68 | 74% | 1.983 | KSF | \$9,803 |
| 817 | Nursery (Garden Center) | 6.94 | 74% | 5.136 | KSF | \$25,385 |
| 818 | Nursery (Wholesale) | 5.18 | 74% | 3.833 | KSF | \$18,948 |
| 820 | Shopping Center | 3.81 | 66% | 2.515 | KSF | \$12,430 |
| 823 | Factory Outlet Center | 2.29 | 66% | 1.511 | KSF | \$7,471 |
| 840 | Automobile Sales (New) | 2.43 | 100% | 2.430 | KSF | \$12,011 |
| 841 | Automobile Sales (Used) | 3.75 | 100% | 3.750 | KSF | \$18,536 |
| 842 | Recreational Vehicle Sales | 0.77 | 100% | 0.770 | KSF | \$3,806 |
| 843 | Automobile Parts Sales | 4.91 | 44% | 2.160 | KSF | \$10,679 |
| 848 | Tire Store | 3.98 | 72% | 2.866 | KSF | \$14,165 |
| 849 | Tire Superstore | 2.11 | 72% | 1.519 | KSF | \$7,509 |
| 850 | Supermarket | 9.24 | 64% | 5.914 | KSF | \$29,231 |
| 851 | Convenience Market | 49.11 | 49% | 24.064 | KSF | \$118,948 |
| 853 | Convenience Market w/Gas Pumps | 49.23 | 17% | 8.369 | VFP | \$41,368 |
| 854 | Discount Supermarket | 8.38 | 51% | 4.274 | KSF | \$21,125 |
| 857 | Discount Club | 4.18 | 63% | 2.633 | KSF | \$13,017 |
| 861 | Sporting Goods Superstore | 2.02 | 66% | 1.333 | KSF | \$6,590 |
| 862 | Home Improvement Superstore | 2.33 | 58% | 1.351 | KSF | \$6,680 |
| 863 | Electronics Superstore | 4.26 | 60% | 2.556 | KSF | \$12,634 |
| 866 | Pet Supply Superstore | 3.55 | 66% | 2.343 | KSF | \$11,581 |
| 867 | Office Supply Superstore | 2.77 | 66% | 1.828 | KSF | \$9,037 |
| 875 | Department Store | 1.95 | 66% | 1.287 | KSF | \$6,362 |
| 876 | Apparel Store | 4.12 | 66% | 2.719 | KSF | \$13,441 |
| 879 | Arts and Crafts Store | 6.21 | 66% | 4.099 | KSF | \$20,259 |
| 880 | Pharmacy/Drug Store w/o Drive-Thru | 8.51 | 47% | 4.000 | KSF | \$19,771 |
| 881 | Pharmacy/Drug Store w/ Drive-Thru | 10.29 | 38% | 3.910 | KSF | \$19,328 |
| 882 | Marijuana Dispensary | 21.83 | 100% | 21.830 | KSF | \$107,906 |
| 890 | Furniture Store | 0.52 | 47% | 0.244 | KSF | \$1,208 |
| 899 | Liquor Store | 16.37 | 64% | 10.477 | KSF | \$51,787 |
| SERVICES | | | | | | |
| 911 | Walk-in Bank | 12.13 | 65% | 7.885 | KSF | \$38,973 |
| 912 | Drive-in Bank | 20.45 | 65% | 13.293 | KSF | \$65,705 |
| 918 | Hair Salon | 1.45 | 65% | 0.943 | KSF | \$4,659 |
| 920 | Copy, Print, and Express Ship Store | 7.42 | 66% | 4.897 | KSF | \$24,207 |
| 925 | Drinking Place | 11.36 | 100% | 11.360 | KSF | \$56,152 |
| 930 | Fast Casual Restaurant | 14.13 | 57% | 8.054 | KSF | \$39,811 |
| 931 | Quality Restaurant | 7.80 | 56% | 4.368 | KSF | \$21,591 |
| 932 | High Turnover (Sit-Down) Restaurant | 9.77 | 57% | 5.569 | KSF | \$27,527 |
| 933 | Fast Food w/o Drive-Thru | 28.34 | 57% | 16.154 | KSF | \$79,848 |
| 934 | Fast Food w/ Drive-Thru | 32.67 | 50% | 16.335 | KSF | \$80,744 |
| 935 | Fast Food Restaurant w/ Drive-Thru w/o Indoor Seating | 42.65 | 50% | 21.325 | KSF | \$105,409 |
| 936 | Coffee/Donut Shop w/o Drive-Thru | 36.31 | 57% | 20.697 | KSF | \$102,304 |
| 937 | Coffee/Donut Shop w/ Drive-Thru | 43.38 | 50% | 21.690 | KSF | \$107,214 |
| 938 | Coffee/Donut Shop w/ Drive-Thru w/o Indoor Seating (Espresso Stand) | 83.33 | 11% | 9.166 | KSF | \$45,309 |
| 939 | Bread/Donut/Bagel Shop w/o Drive-Thru | 28.00 | 57% | 15.960 | KSF | \$78,890 |
| 940 | Bread/Donut/Bagel Shop w/ Drive-Thru | 19.02 | 50% | 9.510 | KSF | \$47,008 |
| 941 | Quick Lubrication Vehicle Stop | 4.85 | 72% | 3.492 | VSP | \$17,261 |
| 942 | Automobile Care Center | 3.11 | 72% | 2.239 | KSF | \$11,068 |
| 943 | Automobile Parts and Service Center | 2.26 | 72% | 1.627 | KSF | \$8,043 |
| 944 | Gasoline/Service Station | 14.03 | 58% | 8.137 | VFP | \$40,223 |
| 945 | Gas Station w/Convenience Market | 13.99 | 12% | 1.679 | VFP | \$8,298 |
| 947 | Self-Serve Car Wash | 5.54 | 58% | 3.213 | stall | \$15,883 |
| 948 | Automated Car Wash | 77.50 | 58% | 44.950 | stall | \$222,188 |
| 950 | Truck Stop | 22.73 | 58% | 13.183 | KSF | \$65,166 |
| 960 | Super Convenience Market/ Gas Station | 22.96 | 35% | 8.036 | VFP | \$39,722 |
| 970 | Winery | 7.31 | 100% | 7.310 | KSF | \$36,133 |

¹ Institute of Transportation Engineers, Trip Generation Manual (10th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm).

³ Average primary trip rates, per Trip Generation Handbook (3rd Edition), 2017. Additional primary rates based on similar land use and engineering judgment.

Pass-by rates should be used with caution and refined using local data whenever possible. ⁴ DU = Dwelling Unit; KSF = 1,000 square feet; VSP = Vehicle servicing position

Appendix C. Comparison of 2019-2020 TIF Rates in Western Washington

**Comparison of 2019-2020 TIF Base Rates in 74 Cities and 5 Counties in Western Washington
With Bellingham and Whatcom County Cities Highlighted for Emphasis**

[Based on information available. Average includes both Cities and Counties. See TIF rate table on next page for additional details.]

Data compiled Nov. 2019 by Chris Comeau, AICP-CTP, Transportation Planner, Bellingham Public Works ccomeau@cob.org or (360) 778-7946

***Western WA State Average TIF**

