



Impact Fees

- Authorized by Growth Management Act
- Ensure roads are available in the future
- Developers pay their fair share and are treated equally
- Developer pays a fee for each new vehicle trip they put on the road
- Kitsap implemented in 1992



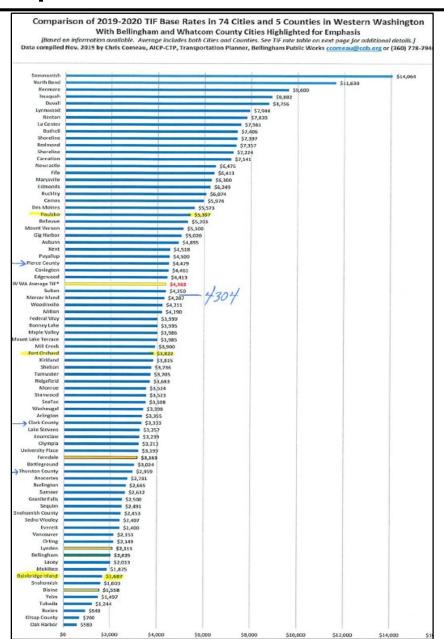


Limitations

- Only be used for improvement projects
- Can't be used for existing deficiencies
- Can only be kept for 10 years if not used
- Can only be used in area collected in
- Directly dependent on development



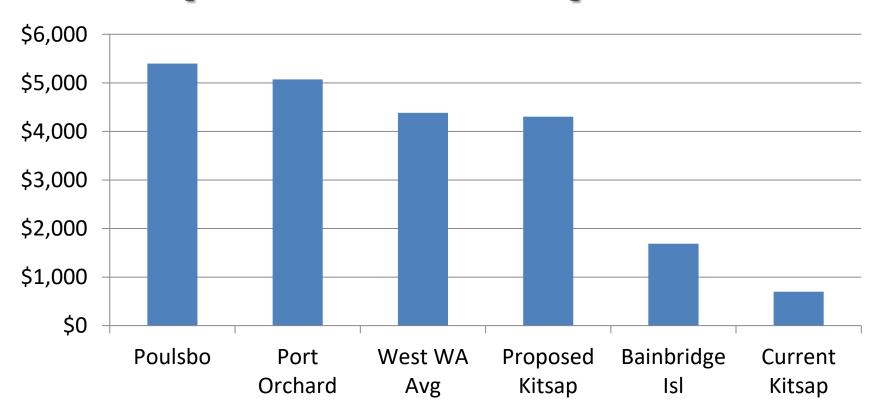








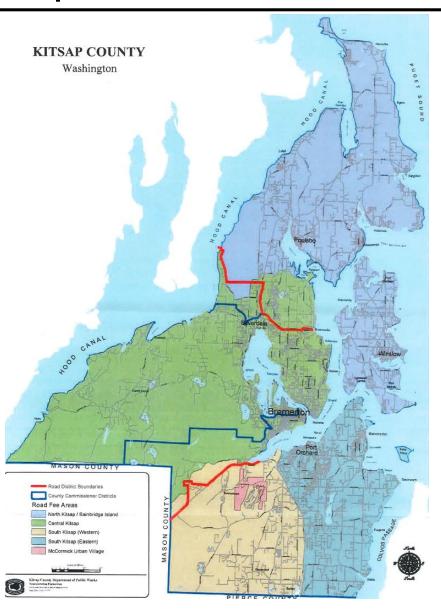
Impact Fee Comparison







Impact Fee Areas









KITSAP COUNTY

TRANSPORTATION IMPACT FEE RATE STUDY

2021 UPDATE

FINAL REPORT

May 2021

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Impact Fee Rate

- Model growth to determine failures
- Model growth to determine future trips
- Develop projects to fix failures
- Determine growth share of the projects
- Growth share divided by future trips = Impact Fee rate





The Numbers

- Planning horizon 2016-2036
- Model predicts 21,582 new PM peak trips
- \$297 million needed for improvements
- \$93 million is the growth share
- \$93 million divided by 21,582 trips = \$4304
- Full growth revenue \$5-6 million