



MEMO

To: Tacoma Transportation Commission

From: Jennifer Kammerzell, Interim Transportation Division Manager

Date: June 12, 2025

Subject: Impact Fees

Purpose of Presentation

Impact fees are one-time fees jurisdictions can use to help pay for cost of capital improvements needed to accommodate new growth. This presentation will include an overview of a draft transportation impact fee program for the City of Tacoma.

Project Summary

By 2050, the region will grow by another 1.6 million people, with a focus in the urbanized areas of the region. Tacoma is required to plan for a share of that growth through local transportation plans that align with future land use, population, and job growth goals. The One Tacoma 2050 Vision is that every Tacoma resident is a safe and short walk, roll, bus, train, or bike ride away from daily essentials and community amenities, such as groceries, schools, parks, and healthcare. Transportation impact fees (TIF) are one-time charges assessed to new developments to pay a portion of the costs of new infrastructure capacity necessary to accommodate new growth. Multiple statutes provide cities and counties the authority to impose impact fees to fund improvements. Most commonly, cities and counties apply impact fees using the authority provided by the GMA, per RCW 82.02.050 and WAC 365-196-850.

Transportation impact fees are the most commonly used type of impact fee. State law also allows fees for fire protection, parks, and schools. Each type of fee must be adopted by the City Council, and each type of fee must only be used for projects that are needed to accommodate new growth—they cannot be used for maintenance activities.

The Comprehensive Plan, multiple subarea plans, and City initiatives, including Home in Tacoma, approved by the City Council have identified the need to implement transportation impact fees to address the expected growth. In 2018, staff from the Public Works, Fire, and Legal Departments conducted a code evaluation and applicability analysis for City of Tacoma. The evaluation included an analysis for each impact fee type. City Council concurred with staff recommendations that additional work be conducted to evaluate how an impact fee program should be tailored to meet the needs of the City. In 2021, City staff developed an Impact Fee Framework Study. The study developed a potential framework for transportation impact fees, readiness evaluation of each impact fee type, and fee stacking implications with input from stakeholders and community. This framework provided additional information to consider in developing a structure and implementation of a transportation impact fee program that meets City priorities and planned growth. Upon completion of the 2021 work, City Council directed Public Works to develop a Transportation Impact Fee program.

Next Steps

Over 75 local agencies in Washington assess transportation impact fees for new development, including many of Tacoma's surrounding jurisdictions. Each agency implementing transportation impact fees must develop a

program which is tailored to the needs within that agency. Before the City can consider implementing transportation impact fees, a customized proposal must be developed. This customized program must then be defined in ordinance and passed by the City Council before going into effect.

More Information

- [Transportation Impact Fees Overview | City of Tacoma](#)



MEMO

To: Tacoma Transportation Commission

From: Brittany Carbullido, Planner

Date: June 10, 2025

Subject: Pierce Transit 2nd Draft Long Range Plan Update

Purpose of Presentation

This presentation will give the Transportation Commission an overview of the second draft of the Destination 2045 Long Range Plan, including streamlined service growth scenarios that reflect what could be achieved with additional funding.

Project Summary

The second draft of the *Destination 2045 Long Range Plan* improves clarity, transparency, and alignment with financial realities. A new baseline scenario outlines what service could look like without new funding up to the current budgeted limit of 482,000 annual service hours. Growth scenarios have been refined to reflect long-term forecasts, with two options based on possible sales tax increases: 0.9% (up to 600,000 hours) and 1.1% (up to 750,000 hours, pending a state law change). While the plan continues to focus on our existing service area, a new section explores service potential in areas that may join the system.

To ensure service growth remains sustainable, the updated plan includes only essential capital investments, such as expanding Pierce Transit base to support additional service. Major projects like bus rapid transit are no longer part of the core plan but could still move forward with outside funding. Additional edits throughout the draft improve readability and highlight key takeaways.

Next Steps and Discussion

Commissioners are encouraged to share feedback during the meeting or submit written comments during the public comment period, open from June 18 to August 1. A public hearing will be held at the July 14 Board of Commissioners meeting.

More Information

- [Long Range Plans - Pierce Transit](#)