



# Traffic Impact Fee Program Technical Document

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## **A. Background**

The Traffic Impact Fee (TIF) program is based on a specific list of transportation capital improvement projects by TIF District.<sup>1</sup> They are developed and calculated as follows:

- (a) All CFP improvements are coded into a model network;
- (b) Base year (2003) demand (ADT) is estimated;
- (c) Future year (2023) demand (ADT) is estimated;
- (d) District private share is established as:  $\{(2023 \text{ district trips} - 2003 \text{ district trips}) / (2023 \text{ all trips to / from district})\}$
- (e) District TIF Program capital project costs are estimated, summed, and multiplied by the private share ratio from step d, above (see Table 1 below for project listing);
- (f) The total district private share cost from Step e, above, is divided by the new total trip ends (the numerator from step d) to determine the district per trip cost;
- (g) Fees are calculated through the development review and permitting process according to the following formula <sup>2</sup> : (district per trip fee x average daily use-specific trip generation x pass-by factor x BEF x 0.85)
- (h) Fees are adjusted annually using the Engineering News Record Construction Cost Index for Seattle, after review and adoption.

## **B. Business Enhancement Factor**

The Business Enhancement Factor (BEF) is a trip generation adjustment that is applied to a specific category of retail-commercial land uses. These land-uses are typically recognized as having significant pass-by trips pursuant to the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. All 800 series and 900 series land use codes in the ITE Trip Generation Manual are eligible for the BEF.

## **C. TIF Credits**

TIF credits shall be issued consistent with the requirements of RCW 82.02.060(5) as implemented in the City of Vancouver under VMC 20.915.090.

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<sup>1</sup> There are 3 districts in the City of Vancouver Program – see attached District Map

<sup>2</sup> A) Trip generation is determined through a traffic study and the development review process. The most current version of the ITE Trip Generation Manual serves as the basis for most trip generation rates; B) BEF= Business Enhancement Factor is only applicable as described in this technical memorandum; C) The .85 tax adjustment is applied pursuant to VMC 20.915.040(A)(4).

## **D. Utilization of Existing TIF Credits Pursuant to VMC 20.915.090.A.5**

TIF credits issued prior to the effective date of this technical document will continue to be honored. Credits must be used in the originating district. To determine the originating district, the following mapping system shall reference:

- TIF credits issued after October 14, 2007 to the effective date of the adopting ordinance, specifically June 3, 2015 shall refer to the TIF Map entitled "Traffic Impact Fee Districts – After October 14, 2007 to June 3, 2015."
- TIF credits issued prior to October 15, 2007 shall refer to the TIF Map entitled "Traffic Impact Fee Districts - Prior to October 15, 2007".

## **E. Project Removal Criteria**

Projects may be removed from the list during program updates when they meet these criteria:

- 1) The project is substantially complete **and**
- 2) The project has no additional capacity **or**
- 3) The estimated public and private share have been completely fulfilled, i.e. the project will not receive additional private share reimbursement or has been on the program list for 20 years.

## **F. Fee Inflation Methodology as Required by VMC 20.915.040.A.2 and VMC 20.915.100A**

In between complete program updates, per trip fees will be updated annually based on the Engineering News Record (ENR) Construction Cost Index (CCI) for Seattle. This will occur annually using the CCI for Seattle with base year value set at 10,398 from June 2015. Annual fee adjustments will be made according to the following formula:

$$(\text{newest November CCI} / \text{base year CCI}) \times \text{base fee} = \text{inflation adjusted fee}$$

As of January 1, 2026, applying the above formula to each TIF district gives the following current TIF rates:

$$\text{Columbia: } (15,062 / 10,398) \times \$163 = \$236$$

$$\text{Cascade: } (15,062 / 10,398) \times \$223 = \$323$$

$$\text{Pacific: } (15,062 / 10,398) \times \$290 = \$420$$

Adjustment to project cost for issuance of credits will be calculated as:

$$(\text{newest November CCI} / \text{base year CCI}) \times \text{total project cost} = \text{inflation adjusted project costs}$$

TABLE 1: 2014 TIF PROGRAM WORKSHEET

Project Name	From Location	To Location	Total Cost	Private Share	Private Cost
<b>Columbia</b>					
Columbia Shores Blvd Portal Widening	Columbia Shores Blvd.	@BNSF Rail berm underpass	\$20,000,000	40.8%	\$ 8,151,017
Fruit Valley Road	61st Street	78th Street	\$37,233,325	40.8%	\$ 15,174,473
Jefferson/Kauffman Street Realignment	Evergreen	Mill Plain Blvd.	\$10,000,000	40.8%	\$ 4,075,508
Main Street	5th Street	15th Street	\$11,310,777	40.8%	\$ 4,609,717
Main Street	39th Street	Intersection	\$3,593,207	40.8%	\$ 1,464,414
NW 32nd Avenue	SR501/NW 26th Ave.	Fruit Valley Rd. @ Whitney	\$13,859,512	40.8%	\$ 5,648,456
Ross Street/54th Street	15th Avenue	St. Johns Blvd.	\$7,186,414	40.8%	\$ 2,928,829
St. Johns Boulevard Intersection	St. Johns Blvd.	Ft. Vancouver Way	\$2,823,234	40.8%	\$ 1,150,611
<b>Columbia Totals &amp; Fee</b>			<b>\$106,006,469</b>	-	<b>\$ 43,203,024</b>
<b>Cascade</b>					
Lieser Rd. / 87th Avenue	Intersection Realignment	Offset removal	\$21,535,130	35.8%	\$ 7,708,989
MacArthur Rd. / Lieser Realignment	Lieser Road	MacArthur Blvd	\$2,812,093	35.8%	\$ 1,006,653
Ellsworth Rd.	SE 5th Street	SE 10th	\$3,200,000	35.8%	\$ 1,145,513
104th Avenue	Mill Plain Boulevard	18th Street	\$9,500,000	35.8%	\$ 3,400,741
Brady Road Extension	SE 192nd Ave. (@ SR14)	SE 171st Ave. / SE 39th St.	\$20,500,000	35.8%	\$ 7,338,441
McGillivray Boulevard/10th St.	Chakalov	98th Avenue	\$4,000,000	35.8%	\$ 1,431,891
McGillivray Boulevard / SE 166th Ave.	Intersection SE 166th Ave	@ McGillivray	\$1,200,000	35.8%	\$ 429,567
I205 Off Ramp	18th Street	15th St.	\$2,600,000	35.8%	\$ 930,729
NE 18th Street	87th Avenue	192nd Avenue	\$39,191,000	35.8%	\$ 14,029,310
NE 9th Street Corridor Completion	136th Avenue	139th Avenue	\$2,400,000	35.8%	\$ 859,135
NE 9th/11th Street Corridor	152nd Avenue	162nd Avenue	\$3,000,000	35.8%	\$ 1,073,918
SE 1st St.	164th Avenue	192nd Avenue	\$16,500,000	35.8%	\$ 5,906,550
SE 5th St.	SE 120th Ave.	SE 121st Ave.	\$550,000	35.8%	\$ 196,885
Section 30: NE 192nd Ave.	SE 1st	NE 18th St.	\$8,250,000	35.8%	\$ 2,953,275
Section 30: E/W Collector Arterial			\$7,200,000	35.8%	\$ 2,577,404
Section 30: N/S Collector Arterial			\$7,200,000	35.8%	\$ 2,577,404
<b>Cascade Totals &amp; Fee</b>			<b>\$149,638,223</b>	-	<b>\$ 53,566,405</b>
<b>Pacific</b>					
NE 127th Avenue Corridor	Burnt Bridge Creek	Fourth Plain Boulevard	\$2,370,000	33.5%	\$ 794,843
131st Ave. Corridor	NE 59th St.	Fourth Plain Boulevard	\$3,000,000	33.5%	\$ 1,006,131
137th Avenue Corridor	49th St.	Fourth Plain Boulevard	\$25,000,000	33.5%	\$ 8,384,422
NE 147th Avenue Ext.	Fourth Plain Blvd.	NE 59th St.	\$7,000,000	33.5%	\$ 2,347,638
NE 152nd Avenue	NE 59th St.	Fourth Plain Boulevard	\$3,400,000	33.5%	\$ 1,140,281
NE 157th Avenue	NE 59th St.	Fourth Plain Boulevard	\$3,400,000	33.5%	\$ 1,140,281
NE Fourth Plain Boulevard	117th Ave.	162nd Avenue	\$2,500,000	33.5%	\$ 838,442
NE 28th Street	138th Avenue	164th Avenue	\$9,900,000	33.5%	\$ 3,320,231
NE 49th Street Corridor	NE 122nd Avenue	137th Avenue	\$8,900,000	33.5%	\$ 2,984,854
NE 59th Street Corridor	121st Avenue	137th Avenue	\$11,250,000	33.5%	\$ 3,772,990
NE 59th Street Corridor	137th Avenue	162nd Avenue	\$23,100,000	33.5%	\$ 7,747,206
NE 18th Street	87th Avenue	NE 192nd Ave.	\$19,595,000	33.5%	\$ 6,571,710
Van Mall Dr. Ext.	Andresen	66th Avenue	\$1,000,000	33.5%	\$ 335,377
Van Mall Dr.	Fourth Plain Blvd.	Van Mall entrance @ loop rd	\$750,000	33.5%	\$ 251,533
NE 94th Ave.	Van Mall Dr.	54th St.	\$1,000,000	33.5%	\$ 335,377
<b>Evergreen Totals &amp; Fee</b>			<b>\$122,165,000</b>	-	<b>\$ 40,971,316</b>
<b>TOTAL PROJECT COST</b>			<b>\$377,809,692</b>	-	<b>\$ 40,971,316</b>

Project Summary By District	Cost in 2014	Private	Private Cost
Columbia	\$ 106,006,469	40.80%	
Cascade	\$ 149,638,223	35.80%	
Pacific	\$ 122,165,000	33.50%	
<b>Total</b>	<b>\$ 377,809,692</b>		<b>\$137,740,745</b>

Districts	2010 Peak Hour	2035	New Trips	Cost/Trip
Columbia	32,026	59,725	27,699	\$163
Cascade	36,310	61,536	25,226	\$223
Pacific	23,791	38,693	14,902	\$290





