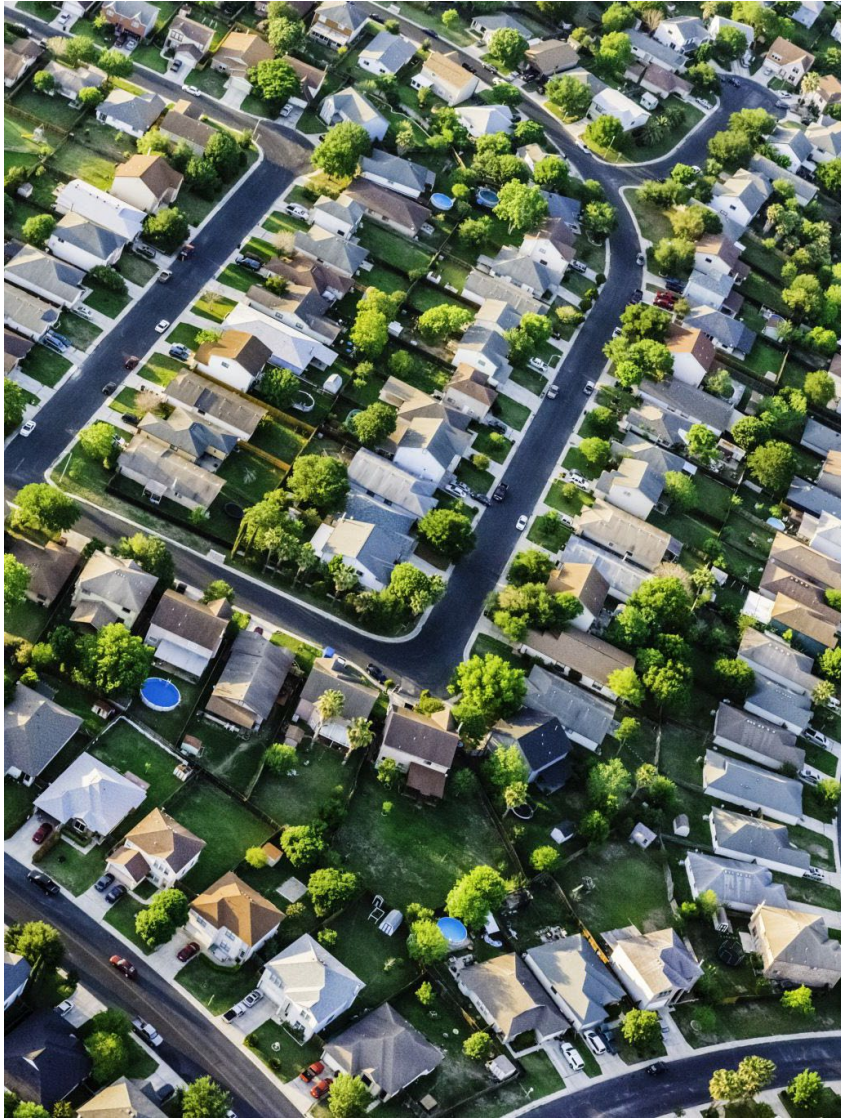


# Transportation Facilities Impact Fee Study City of Port Washington

PRESENTED TO THE GENERAL GOVERNMENT AND FINANCE COMMITTEE  
OCTOBER 29, 2025  
CHRISTY DEMASTER  
TRILOGY CONSULTING





# What are impact fees?

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A fee charged to new development to pay for new or expanded public infrastructure to serve growth

Can be used for:

- Water and sewer system facilities
- Parks, playgrounds and land for athletic facilities
- Police and fire facilities
- Library facilities
- Highways, traffic control devices, and other transportation facilities
- Storm water facilities

Charged in addition to normal subdivision infrastructure requirements

# Procedural Requirements for Impact Fees – Wis. Stats. §66.0617

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## Public Facilities Needs Assessment

- Inventory of existing facilities, including any existing deficiencies
- Identification of new or expanded facilities needed to serve new development, based on explicitly identified service levels
- Detailed estimate of the capital costs for new or expanded facilities
- Estimate of the effect of impact fees on housing affordability
- 20-Day Period for public review of Needs Assessment
- Public Hearing
- Ordinance
- Fees must be paid at time of building permit



## Standards for costs to include in impact fees – Wis. Stats. §66.0617

- Must bear a rational relationship to the need for new, expanded or improved facilities to serve development
- May not exceed the proportionate share of capital costs for facilities needed to serve new development as opposed to existing development
- Shall be based on actual capital costs or reasonable estimates
- Shall be reduced by the amount of grants, special assessments, or developer contributions for the facilities
- May not include amounts needed to remedy existing deficiencies
- May not include amounts for an increase in service capacity greater than the capacity necessary to serve the development for which the fee is imposed

	Existing Fees per Single- Family Residence	Proposed Fees per Single- Family Residence	City Ordinance
Sewer Connection Fee	\$1,421	\$1,421	
Park Development Fee	\$3,573	\$3,573	\$455
Fire Impact Fee	\$2,461	\$2,461	\$455
Police Impact Fee	\$2,003	\$2,003	\$455
Transportation Impact Fee	\$0	\$2,877	
Total	\$9,458	\$12,335	

Current and proposed impact fees per single-family unit

	Existing Fees	Proposed Fees	City Ordinance
<b>Commercial</b>			
Sewer Connection Fee (per equivalent meter)	\$1,421	\$1,421	
Fire Impact Fee (per square foot)	\$2.14	\$2.14	§455
Police Impact Fee (per square foot)	\$1.36	\$1.36	§455
Transportation Impact Fee (per square foot)		\$0.44	
<b>Industrial</b>			
Sewer Connection Fee (per equivalent meter)	\$1,421	\$1,421	
Fire Impact Fee (per square foot)	\$1.08	\$1.08	§455
Police Impact Fee (per square foot)	\$1.36	\$1.36	§455
Transportation Impact Fee (per square foot)		\$0.44	
<b>Institutional</b>			
Sewer Connection Fee (per equivalent meter)	\$1,421	\$1,421	
Fire Impact Fee (per square foot)	\$2.14	\$2.14	§455
Police Impact Fee (per square foot)	\$1.36	\$1.36	§455
Transportation Impact Fee (per square foot)		\$0.44	

## Current and proposed nonresidential impact fees

# Impact Fee Eligible Costs

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	Estimated Cost
Construction Cost	\$9,538,975
Construction Management, Contingency, and Soft Costs	\$2,035,404
Total	\$11,574,379
With Inflation through 2031	\$14,014,430
Transportation Impact Fee Percentage Share of Project Cost <sup>(1)</sup>	33.2%
Transportation Impact Fee Share of Project Cost	\$4,649,229

# Allocation of Costs to Residential and Nonresidential Development

	Allocation Based on Peak Hour Trips				Allocation Based on Lane Miles			Overall Allocation
	Projected Units	PM Peak Hour Trip Rate per Unit	Total Forecast PM Peak Hour Trips	Percent of Total Incremental Trips	Projected Units	Projected New Lane Miles <sup>(2)</sup>	Percent of New Lane Miles	
Residential <sup>(1)</sup>	(d.u. or sf) 1,847	0.87	1,613	41.5%	(Acres) 702.24	35.112	84.2%	62.9%
Nonresidential <sup>(2)</sup>	3,967,000	0.57	2,274	58.5%	1048.40	6.564	15.8%	37.1%
Total			3,887	100.0%		41.676	100.0%	100.0%

(1) Based on a combination of PM peak hour trips per dwelling unit per Institute of Transportation Engineers for 1&2 family = ITE 210 (Single-Family) and Multi-family = ITE 220 (Apartment).

(2) Based on a combination of PM peak hour trips per 1,000 square foot per Institute of Transportation Engineers for Commercial = ITE 820 (Shopping Center), and Manufacturing = ITE 110 (Light Industrial), and projected employment growth.

(3) Lane miles estimated based on a sampling of lane miles serving residential and nonresidential development in the City of Port Washington, Grafton, and Cedarburg.

# Impact Fee Costs per Unit

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Development Type	Impact Fee Allocation	Incremental Development: 2020-2040	Cost per Unit	Units
Residential <sup>(1)</sup>	\$2,923,243	3,048	\$959.00	per person
Nonresidential	\$1,725,986	3,967,000	\$0.44	per square foot
Total	\$4,649,229			

# Proposed Residential Impact Fee Schedule

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Type of Unit	Fee per Unit
Three-Bedroom Unit or Single Family Home <sup>(1)</sup>	\$2,877
Duplex Units <sup>(2)</sup>	\$2,110
Two-Bedroom Unit <sup>(3)</sup>	\$1,918
Studio or One-Bedroom Unit <sup>(4)</sup>	\$1,151

# Community Impact Fee Comparison

Municipality	Streets	DPW	Total per SF Residence
Sussex			\$16,129
Menomonee Falls			\$15,167
Delafield			\$13,701
Franklin	\$834		\$8,730 - \$13,006
Oconomowoc	\$461		\$9,114 - \$12,431
<b>Port Washington - Proposed</b>		<b>\$2,877</b>	<b>\$12,335</b>
Pewaukee, City			\$11,399
Cedarburg			\$10,361
Hartland		\$948	\$8,809 - \$10,249
Mukwonago			\$9,538
<b>Port Washington - Current</b>			<b>\$9,458</b>
Germantown			\$8,423
Jackson			\$8,203
Grafton		\$1,326	\$8,090
Waukesha			\$8,060

# Next Steps

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Approve impact fee study



Ordinance and study available for public review for 20 days



Public hearing – City Council



Adopt ordinance amending the fees