



Transportation Impact Fees

IFAC Meeting: Committee Purpose, 101, Study Assumptions, & Engagement Plan

Kimley»Horn

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Presentation Overview

- (Item D) – Committee purpose, process & schedule
- (Item F) Transportation Impact Fee 101
- (Item G) Study Assumptions
 - Land Use Assumptions (LUA or “Growth”)
 - Capital Improvements Plan (TIF eligible)
- Stakeholder Engagement Plan
- Feedback and Discussion



ITEM **F** –
TRANSPORTATION
IMPACT FEES 101

Recap of Study History

- Council briefing on Transportation Impact Fees 101 – November 26, 2019
- 1st Phase Draft Report – March 2020
 - Includes Growth Assumptions and Impact Fee eligible CIP projects
 - Went on Hold due to COVID-19
- Re-started August 2020

Impact Fee Basics

- What are they?
 - Mechanism to recover infrastructure costs required to serve future development
 - Governed by Chapter 395 of the Texas Local Government Code; Established in Texas in 1987
 - Water, Wastewater, Roadway, and Drainage impact fees allowed in Texas
 - Other states may have school district, police, fire, parks, and/or library impact fees
- Other municipalities adopted include:
 - Round Rock, New Braunfels, dozens in DFW area
- Other municipalities considering:
 - Austin, Pflugerville

Impact Fee Components

- Service Areas*
 - Land Use Assumptions**
 - Capital Improvements Plan**
 - Service Units***
 - Maximum Fee Calculation***
 - Initial Collection Rate
 - Policy
- Kimley-Horn Study
- Ordinance / Policy Decision (Always adjustable)

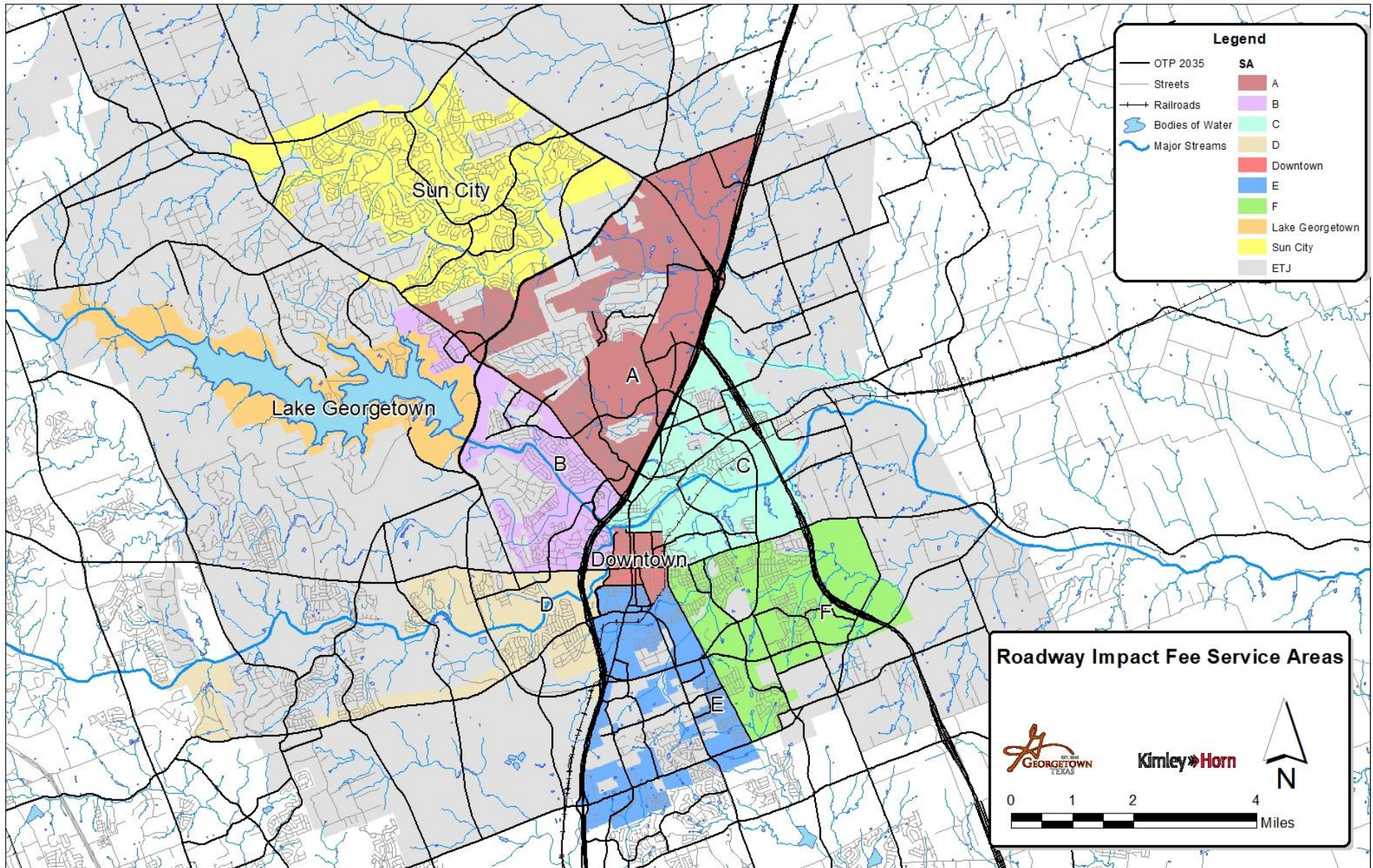
*Council Approved 11-26-2019

**Review today, required action by Oct. 20th

***October 9th Meeting

Discussed at November 26, 2019 Council Meeting – no comments

Service Areas



Impact Fee Components: Land Use Assumptions

- **Consistent with recently updated Comprehensive Plan**
- Establishes Infrastructure Demands and Master Plans
- Population and Employment Projections
 - Aggressive vs. Non-aggressive Growth Rates
- Calibrated with historical growth
- Coordinate with Future Land Use

More on this topic in Item G

Impact Fee: Capital Improvements Plan*

- Components that can be paid for through an impact fee program:
 - ✓ Construction cost of capital improvements on the CIP
 - Roadway to thoroughfare standard
 - Traffic signals, bridges, sidewalks, etc.
 - ✓ Survey and Engineering fees
 - ✓ Land acquisition costs, including court awards
 - ✓ Debt Service of impact fee CIP
 - ✓ Study/Update Costs

- Components that **cannot** be paid for through an impact fee program:
 - 6 Projects not included in the CIP
 - 6 Repair, operation and maintenance of existing or new facilities
 - 6 Upgrades to serve existing development
 - 6 Administrative costs of operating the program

More on this topic in Item G

Impact Fee Components: Service Unit **Next Meeting**

- Roadway utilizes vehicle miles - One vehicle to travel one mile
 - Based off of local travel lengths and ITE Trip Generation (covers wide array of land uses)
- Water utilizes meter size, fixed route system

Impact Fee Components: Maximum Fee **Next Meeting**

$$\text{Max. Impact Fee Per Service Unit} = \frac{\text{Recoverable Cost of the CIP (\$)}}{\text{New Service Units (vehicle-miles)}}$$

- New Service Units are derived from Land Use Assumptions (10-Year Growth) and Future Land Use Plan
- Impact Fee Capital Improvements Plan based on the portion of the Master Thoroughfare Plan needed for future growth
- Credits against impact fees due when a developer constructs or contributes to a thoroughfare facility
 - Dedication of Right-of-Way is not included in this
- Impact Fee calculations must be updated at least every 5 years

Impact Fee Components: Maximum Fee Application **Later Discussion**

- Ex. Rate: \$1,000/vehicle-mile (per service unit)

1. Single Family –

- \$1,000 * **3.96** = \$3,960

X.XX – this is the number of service units each land use generates in PM Peak (# of trips * trip length)

2. 15,000 square foot shopping center:

- 15 * \$1,000 * **7.30** = \$109,500

- Rate collected is based on Council decision (Policy).

Impact Fee Components: Collection Rate **Later Discussion**

