



Transportation Impact Fees

Council Workshop

Study Overview & Committee Recommendation

Kimley»»Horn

February 9, 2020



Thank You to Impact Fee Advisory Committee Members & Stakeholders

- **Sheila Mills – Chair**
- **Dan Jones – Vice Chair**
- **Bryan Hutchinson – Secretary**
- **Ercel Brashear**
- **George Brown**
- **James “Jim” Hougnon**
- **Michael Miles**
- **Robert Redoutey**
- **John Tatum**
- **Stephen Ashlock**
- **Adib Khoury**
- **Angela Newman**
- **Georgetown Chamber of Commerce**
- **Home Builders Association of Greater Austin (David Glenn)**

Council Request

Requesting feedback on the following components of the Transportation Impact Fee for incorporation into the draft Ordinance for your consideration:

- Implementation Schedule
- Collection Rate Amounts by Land Use
- Phasing of Collection Rates
- Other Policy Considerations not mentioned

Presentation Overview

- Process
- Stakeholder Engagement History
- Study and Maximum Fees Overview
- Committee Recommendation
 - Revenue Projections
- Comparison Cities

Why is the City Considering Transportation Impact Fees?

- We need a system that is:
 - **Predictable**; for the development community and City
 - **Equitable**; equal development should pay an equal fee
 - **Transparent**
 - **Flexible**; funds collected need to be used to add capacity to the system, not sit in a bank or in a location where they aren't needed
 - **Legal**; compliant with proportionality rules (Ch. 212 LGC)
 - **Consistent** with the City's overall goals and objectives for growth – perhaps even encourage development where infrastructure already exists

Process

COVID HOLD
MAR 20 – AUG 20

Data
Collection
2019

Land
Use
and
CIP
Oct '20

Max
Impact
Fee
Nov '20

Rate
Scenarios

Public
Hearing
Feb '21

Service
Areas
Nov '19

Public
Hearing
Oct '20

Report
Nov '20

Ordinance
Writing

Collect
(Grace
Period)

Process

- Requires two public hearings
 1. LUA and CIP (**October 27, 2020**)
 2. Report/Ordinance/Policy (**February 23, 2021**)
- IFAC provides written comments on these

Stakeholder Engagement Plan

Inform

Information dissemination is the primary form of community engagement. In order to be able to actively engage in the community and in Georgetown's decision-making process, the community requires information to understand purpose, use, and calculation of fee.

Goal: Information

To provide the community with appropriate and timely information regarding the development of a transportation impact fee. Specific information related to purpose, calculation methodology, etc....

Consult

Consultation takes place when feedback is required or requested. As it relates to the development of a transportation impact fee, this will include the development of land use assumptions and preliminary CIP, and calculation of maximum fee.

Goal: Input

To capture community input on the how Georgetown should use a transportation impact fees to cover costs related to a growing transportation network along with existing funding sources (taxes, grants, and etc...).

Involve

Community involvement enables the community to provide ongoing and in-depth input into the development of a transportation impact fee that are best able to address the community's needs.

Goal: Feedback Loop

To work on an ongoing basis with the community to ensure their ideas, concerns and suggestions are heard and they understand how their input is considered in the development of a transportation impact fee.

Inform

Event	Date
Council	Nov 2019
IFAC #1	Mar 2020
COVID	HOLD
IFAC #2	Sept 2020
Chamber Dev Alliance #1	Sept 2020
IFAC #3	Oct 2020
City Developer Call #1	Oct 2020

Consult

Event	Date
Public Hearing	Oct 2020
IFAC #4	Nov 2020
Chamber Dev Alliance #2	Nov 2020
HBA Webinar	Dec 2020
IFAC #5	Dec 2020
City Developer Call #2	Dec 2020
IFAC #6	Jan 2021

Involve

Event	Date
Chamber Dev Alliance #3	Jan 2021
City Developer Call #3	Jan 2021
IFAC Present to Council	Feb 2021
Public Hearing	Feb 2021
Council Ordinance Meetings	Mar 2021

Stakeholders:

- Council
- Impact Fee Advisory Committee (IFAC)
- Chamber of Commerce

Website: <https://transportation.georgetown.org/impact-fees/>

- Home Builders and Developers
- Businesses
- General Public

STUDY AND MAXIMUM FEES OVERVIEW



Impact Fee Components

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

*Council Approved 11-26-2019

**Council Approved 10-27-2020

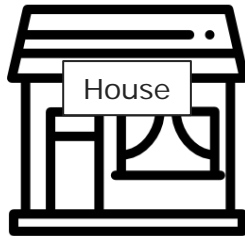
***Today's Meeting Review

****IFAC 01-08-2021 Recommendation

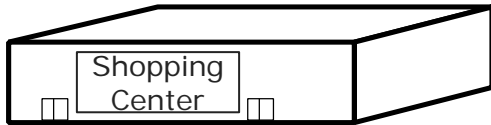
Service Unit

- Chapter 395 “Service unit” definition
 - Standardized measure of consumption attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards and based on historical data and trends applicable to the political subdivision in which the individual unit of development is located during the previous 10 years
- Roadway utilizes **vehicle miles** - One vehicle to travel one mile
 - Based off of local travel lengths and national ITE Trip Generation standards
- Water utilizes meter size, fixed route system

Service Units



Trips	0.99 Vehicles (PM Peak) (ITE Trip Generation)
X Trip Length	4.30 Miles (1/2 Home to Work)
Vehicle-Miles	4.26 Vehicle-Miles



Trips	3.81 Vehicles (PM Peak) (ITE Trip Generation)
Reduction for Pass-by Trips	34% (ITE Trip Generation Handbook) 2.51 Vehicles (PM Peak)
X Trip Length	3.18 Miles
Vehicle-Miles	7.98 Vehicle-Miles

Land Use-Vehicle Mile Equivalency Table (LUVMET)

63 Land Uses in full table from ITE for common development types

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
PORT AND TERMINAL											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.70	50%	5.35	5.35	10.00
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	12.89	50%	6.45	6.00	3.78
Industrial Park	130	1,000 SF GFA	0.40			0.40	12.89	50%	6.45	6.00	2.40
Manufacturing	140	1,000 SF GFA	0.67			0.67	12.89	50%	6.45	6.00	4.02
Warehousing	150	1,000 SF GFA	0.19			0.19	12.89	50%	6.45	6.00	1.14
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	12.89	50%	6.45	6.00	1.02
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	8.59	50%	4.30	4.30	4.26
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.56			0.56	8.59	50%	4.30	4.30	2.41
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.44			0.44	8.59	50%	4.30	4.30	1.89
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	8.59	50%	4.30	4.30	1.55
Mobile Home Park / Manufactured Hom	240	Dwelling Unit	0.46			0.46	8.59	50%	4.30	4.30	1.98
Senior Adult Housing-Detached	251	Dwelling Unit	0.30			0.30	8.59	50%	4.30	4.30	1.29
Senior Adult Housing-Attached	252	Dwelling Unit	0.26			0.26	8.59	50%	4.30	4.30	1.12
Assisted Living	254	Beds	0.26			0.26	8.59	50%	4.30	4.30	1.12

LUVMET Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
PORT AND TERMINAL		
Truck Terminal	030	Point of good transfer between trucks, between trucks and rail, or between trucks and ports
INDUSTRIAL		
General Light Industrial	110	Emphasis on activities other than manufacturing in a free-standing facility devoted to a single use
Industrial Park	130	Contains a number of industrial or related facilities; characterized by a mix of highly diversified facilities
Manufacturing	140	Primary activity is conversion of raw materials or parts into finished products
Warehousing	150	Devoted to storage of materials but may include office and maintenance areas
Mini-Warehouse	151	Facilities with a number of units rented to others for the storage of goods
RESIDENTIAL		
Single-Family Detached Housing	210	Single-family detached homes on individual lots
Multifamily Housing (Low-Rise)	220	One or two levels (floor) per building such as duplexes or townhomes
Multifamily Housing (Mid-Rise)	221	Multi-family housing between three and ten levels (floors) per building
Multifamily Housing (High-Rise)	222	Multi-family housing more than ten levels (floors) per building
Mobile Home Park / Manufactured Home	240	Consists of manufactured homes that are sited and installed on permanent foundations
Senior Adult Housing-Detached	251	Consists of detached independent living developments that include amenities such as golf courses and swimming pools
Senior Adult Housing-Attached	252	Consists of attached independent living developments that include limited social or recreation services
Assisted Living	254	Residential settings that provide either routine general protective oversight or assistance with activities.

Impact Fee Components: Maximum Fee

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

- 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 Overall Transportation 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

Council Approved 10-year Plan

- **284** new lane miles of roadway
- **33** new traffic signals
- **52** new turn lanes

- Total CIP = **\$486 Million**
- **Net** Financing Cost = **\$61 Million**
- Total Cost = **\$547 Million** (debt funded)

Maximum Fees by Service Area (Study)

Service Area Sun City
 Max per service Unit:
\$1,247 (Lowest)
 SF House: \$5,312

Service Area A
 Max per service Unit:
\$1,699
 SF House: \$7,238

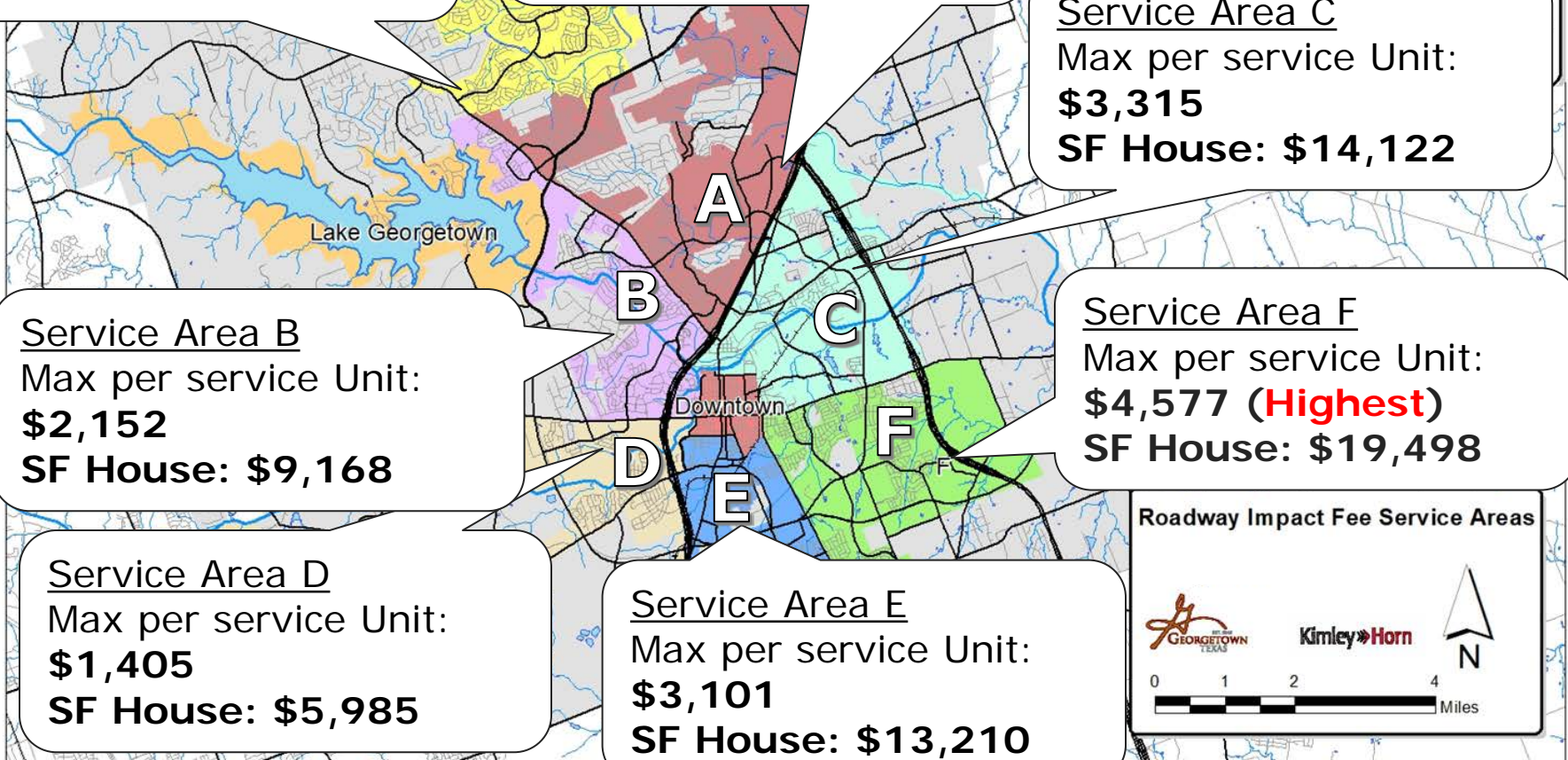
Service Area C
 Max per service Unit:
\$3,315
 SF House: \$14,122

Service Area B
 Max per service Unit:
\$2,152
 SF House: \$9,168

Service Area F
 Max per service Unit:
\$4,577 (Highest)
 SF House: \$19,498

Service Area D
 Max per service Unit:
\$1,405
 SF House: \$5,985

Service Area E
 Max per service Unit:
\$3,101
 SF House: \$13,210



COMMITTEE RECOMMENDATION



Implementation

State law requires minimum 1 year grace period from Ordinance effective date for previously platted properties

OTHER CONSIDERATIONS

- Effective date could be any date after adoption of an ordinance
- Could extend grace period length and coverage (to properties not yet platted at effective date)
- Phased-In Approach – rate varies by length of time after adoption (ramps up fees)

IFAC Recommendation Implementation

Recommend setting effective date of ordinance on October 1, 2022, exempting all properties from a Transportation Impact Fee with a completed preliminary plat application submitted to the City that meets criteria for filing, or an approved TIA, or a Development Agreement or Consent Agreement defining transportation requirements at effective date of Ordinance for Transportation Impact Fees.

Note – the Transportation Impact Fees would only apply in the City Limits

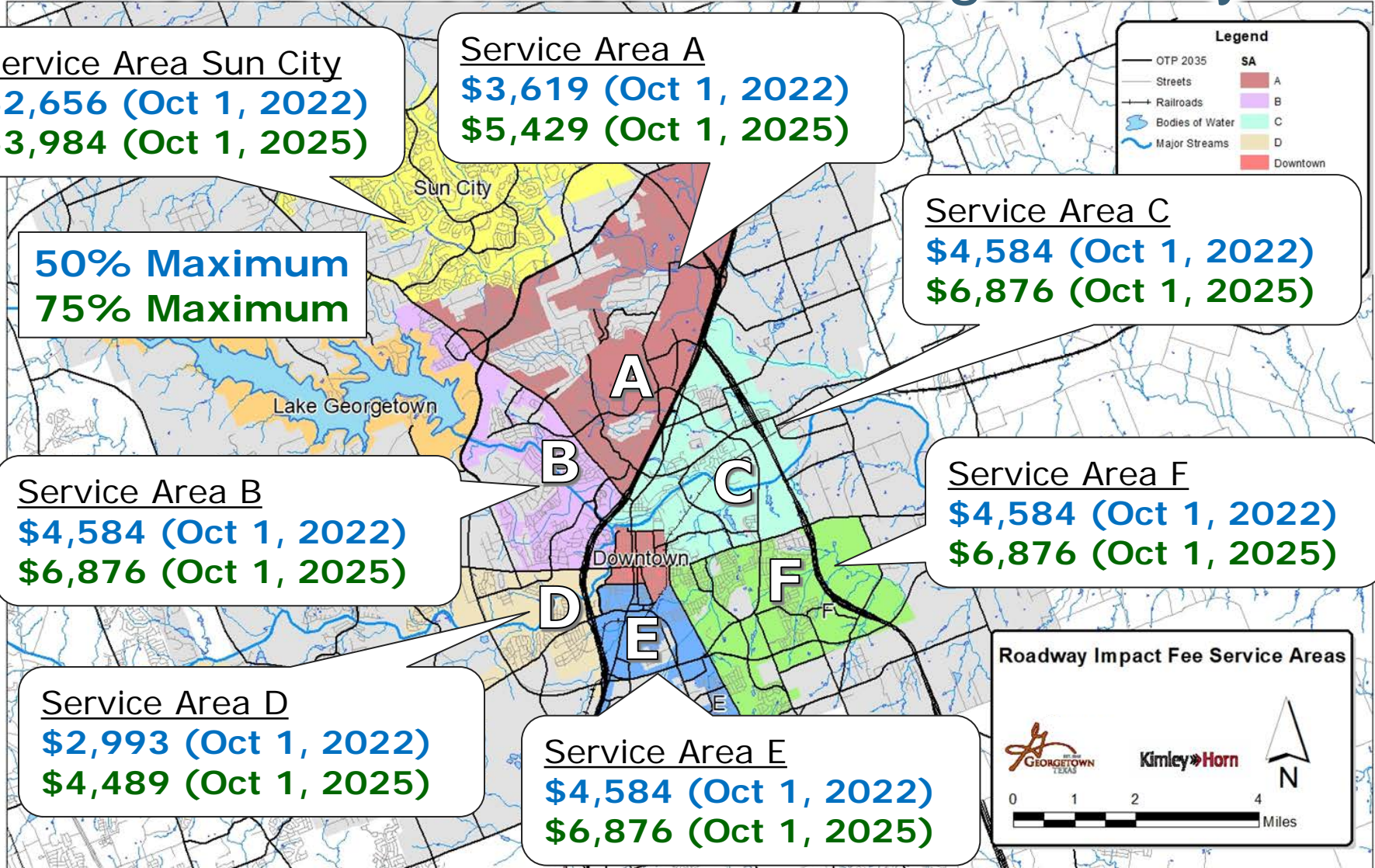
Collection Rate

Limited by maximum fee in each service area

OTHER CONSIDERATIONS

- Flat option – all the same, limited by lowest maximum fee
- Percent (%) option – rate varies by area, but can be flat percentage of maximum (**reduced study maximum in Service Areas C, E, and F to match B**)
- Vary by Land Use or Land Use Category (Residential, Non-Residential, or more specific)

IFAC Collection Rates – Single Family



IFAC Collection Rates – Multi-Family

Service Area Sun City
\$751 (Oct 1, 2022)
\$1,503 (Oct 1, 2025)

Service Area A
\$1,024 (Oct 1, 2022)
\$2,047 (Oct 1, 2025)

25% Maximum
50% Maximum

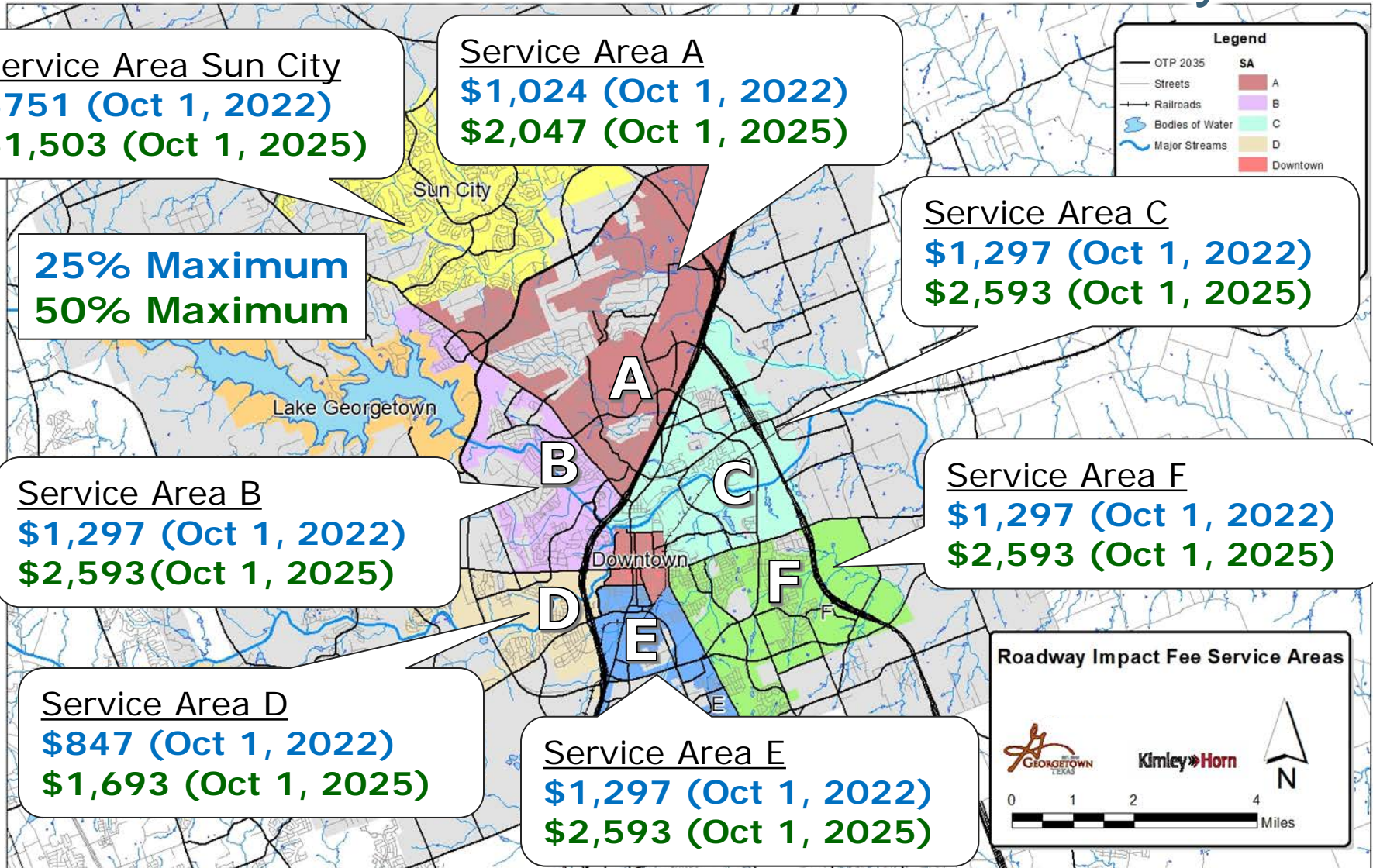
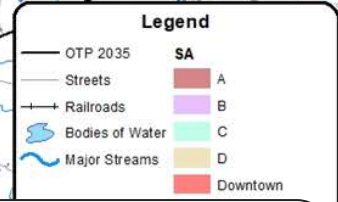
Service Area C
\$1,297 (Oct 1, 2022)
\$2,593 (Oct 1, 2025)

Service Area B
\$1,297 (Oct 1, 2022)
\$2,593 (Oct 1, 2025)

Service Area F
\$1,297 (Oct 1, 2022)
\$2,593 (Oct 1, 2025)

Service Area D
\$847 (Oct 1, 2022)
\$1,693 (Oct 1, 2025)

Service Area E
\$1,297 (Oct 1, 2022)
\$2,593 (Oct 1, 2025)



IFAC Collection Rates – Non-Residential

Service Area Sun City
\$249 (Oct 1, 2022)
\$374 (Oct 1, 2025)

Service Area A
\$340 (Oct 1, 2022)
\$510 (Oct 1, 2025)

NOTE: all dollars
 (\$) per vehicle-mile
20% Maximum
30% Maximum

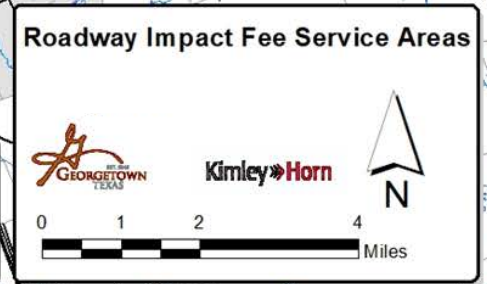
Service Area C
\$430 (Oct 1, 2022)
\$646 (Oct 1, 2025)

Service Area B
\$430 (Oct 1, 2022)
\$646 (Oct 1, 2025)

Service Area F
\$430 (Oct 1, 2022)
\$646 (Oct 1, 2025)

Service Area D
\$281 (Oct 1, 2022)
\$422 (Oct 1, 2025)

Service Area E
\$430 (Oct 1, 2022)
\$646 (Oct 1, 2025)



COMPARISON TO OTHER CITIES



Typical Development Collection Rate Comparisons

Sample Development	Georgetown IFAC Rec Oct 1 2022 – Sep 30 2025	Georgetown IFAC Rec Oct 1 2025	Round Rock (2021 Rate)	Round Rock (2024 Rate)	Austin ¹ (Low – High)	Pflugerville ² (Low – High)	Prosper ³ (Low – High)	New Braunfels ³ (Low – High)
1 Single Family House (ITE 210)	\$2,656 - \$4,584	\$3,983 - \$6,876	\$3,208	\$6,420	\$2,440 - \$3,621	\$5,080 - \$6,773	\$4,589 - \$6,053	\$735 - \$5,415
1 Apartment (ITE 220)	\$751 - \$1,296	\$1,502 - \$2,593	\$1,825	\$3,632	\$1,377 - \$2,049	\$2,874 - \$3,832	\$3,556 - \$4,690	\$417 - \$3,066
3,000 ft ² Restaurant (ITE 932)	\$11,289 - \$19,482	\$16,932 - \$29,223	\$22,726	\$34,088	\$54,821 - \$55,003	\$35,990 - \$71,436	\$16,677 - \$21,999	\$4,558 - \$33,562
10,000 ft ² Retail (ITE 820)	\$19,900 - \$34,340	\$29,850 - \$51,510	\$40,060	\$60,089	\$88,695 - \$96,957	\$63,440 - \$125,925	\$37,620 - \$49,620	\$6,404 - \$47,157
50,000 ft ² Office (ITE 710)	\$48,500 - \$83,700	\$72,750 - \$125,550	\$97,639	\$146,459	\$236,318 - \$259,403	\$154,625 - \$306,925	\$194,550 - \$256,600	\$22,929 - \$168,835

1 Note: Low & High differ due to different trip lengths in/out of “loop”

2 Note: Low is 1st phase (2022), High is 2nd Phase (2023 onward)

3 Note: Includes Right-of-Way in Fee Calculation

Example Collection Rate Comparisons (Phase 1)

Georgetown Development	Mitigation / TIA	IFAC Rec Phase 1 Oct 1. 2022	Round Rock+ (2021 Rate)	Round Rock+ (2024 Rate)	Austin ¹⁺ (Low – High)	Pflugerville ²⁺ (Low – High)	Prosper ⁺³ (Low – High)	New Braunfels ⁺³ (Low – High)
89 Condominiums	\$0	\$66,389 - \$115,344	\$161,511	\$323,236	\$122,553 - \$182,317	\$255,777 - \$341,039	\$265,398 - \$350,126	\$37,050 - \$272,825
Gas Station with 2 ksf convenience store and 6 fueling pumps	\$0	\$7,302 - \$12,600	\$14,699	\$22,048	\$26,973 - \$26,973	\$17,649 - \$35,032	\$20,472 - \$27,006	\$1,771 - \$13,037
157ksf discount club 75ksf retail	\$140,377	\$514,118 - \$887,277	\$1,147,698	\$1,721,546	\$2,542,242 - \$2,777,794	\$1,817,569 - \$3,607,703	\$1,964,562 - \$2,591,345	\$165,474 - \$1,218,491
737 Single Family DUs	\$784,576	\$1,957,472 - \$3,377,671	\$2,364,134	\$4,731,407	\$1,797,912 - \$2,668,677	\$3,743,965 - \$4,991,996	\$3,382,093 - \$4,461,061	\$541,912 - \$3,990,446
36ksf Supermarket 34ksf Fitness Club 7.8ksf Auto Care Center 7.5ksf Fast Food w/ D.T. 26ksf High t/o Restaurant 7.7ksf Quality Restaurant 87.5ksf Specialty Retail	\$251,705	\$628,185 - \$1,084,116	\$1,264,638	\$1,896,958	\$2,872,740 - \$3,060,821	\$2,002,759 - \$3,975,288	\$1,698,045 - \$2,239,743	\$229,807 - \$1,692,215
1,660 Single Family DUs 785 Apartments 65 Townhouses 191.6 ksf Shopping Center	\$491,493	\$5,301,424 - \$9,148,319	\$7,327,604	\$14,280,148	\$8,859,566 - \$11,560,026	\$11,604,383 - \$16,264,633	\$11,323,829 - \$14,936,059	\$1,627,023 - \$11,980,809

1 Note: Proposed Rates, not yet adopted (Low & High differ due to different trip lengths in/out of “loop”)

2 Note: Low is 1st phase (2022), High is 2nd Phase (2023 onward)

3 Note: Includes Right-of-Way in Fee Calculation

+ Note: Comparison cities are collection rate, whereas Service Area Drafts are maximum fee allowable from pre-credit report. Does not include any potential reductions.

Example Collection Rate Comparisons (Phase 2)

Georgetown Development	Mitigation / TIA	IFAC Rec Phase 2 Oct 1. 2025	Round Rock+ (2021 Rate)	Round Rock+ (2024 Rate)	Austin ¹⁺ (Low – High)	Pflugerville ²⁺ (Low – High)	Prosper ⁺³ (Low – High)	New Braunfels ⁺³ (Low – High)
89 Condominiums	\$0	\$133,678 - \$230,777	\$161,511	\$323,236	\$122,553 - \$182,317	\$255,777 - \$341,039	\$265,398 - \$350,126	\$37,050 - \$272,825
Gas Station with 2 ksf convenience store and 6 fueling pumps	\$0	\$10,950 - \$18,900	\$14,699	\$22,048	\$26,973 - \$26,973	\$17,649 - \$35,032	\$20,472 - \$27,006	\$1,771 - \$13,037
157ksf discount club 75ksf retail	\$140,377	\$771,177 - \$1,330,837	\$1,147,698	\$1,721,546	\$2,542,242 - \$2,777,794	\$1,817,569 - \$3,607,703	\$1,964,562 - \$2,591,345	\$165,474 - \$1,218,491
737 Single Family DUs	\$784,576	\$2,935,471 - \$5,066,875	\$2,364,134	\$4,731,407	\$1,797,912 - \$2,668,677	\$3,743,965 - \$4,991,996	\$3,382,093 - \$4,461,061	\$541,912 - \$3,990,446
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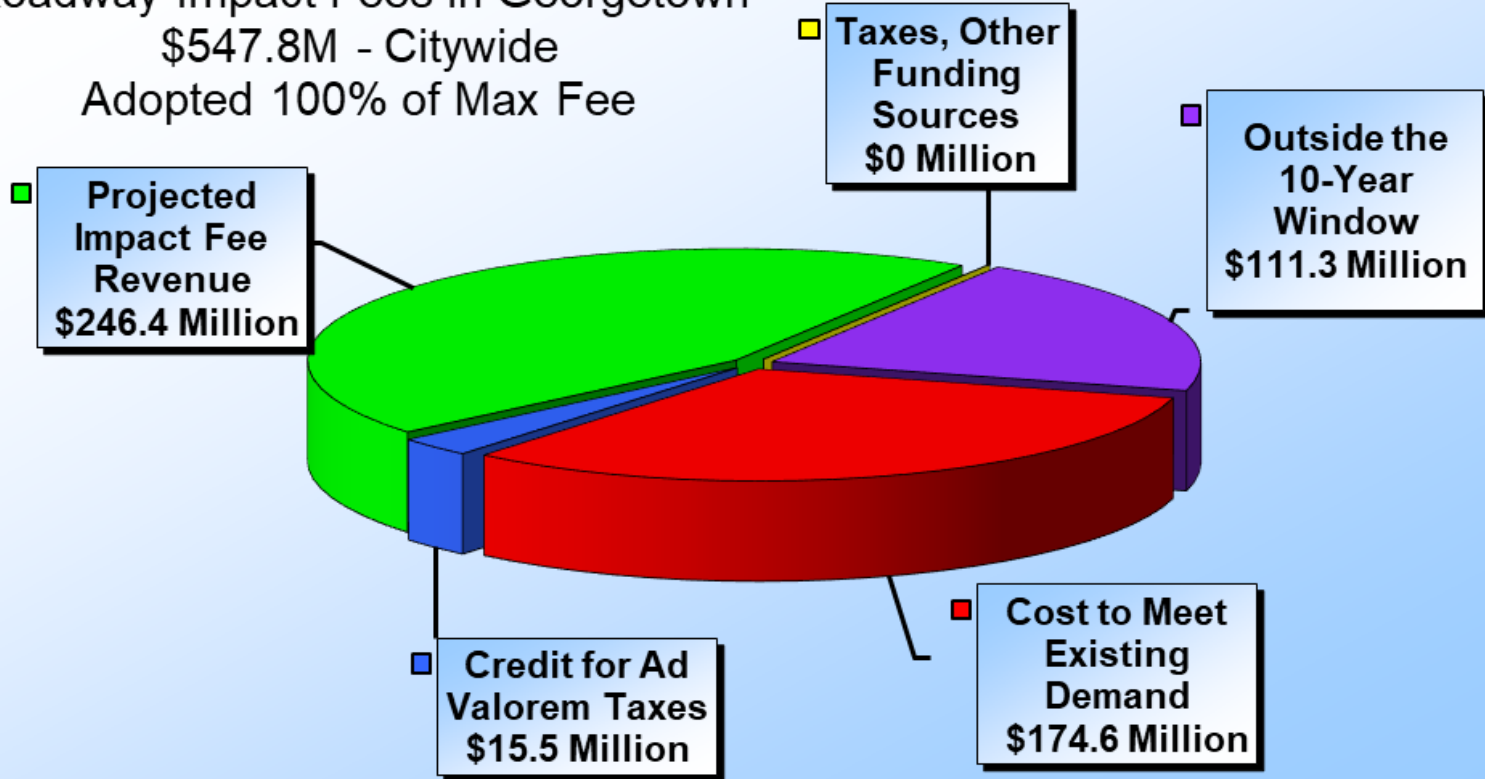
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REVENUE PROJECTIONS

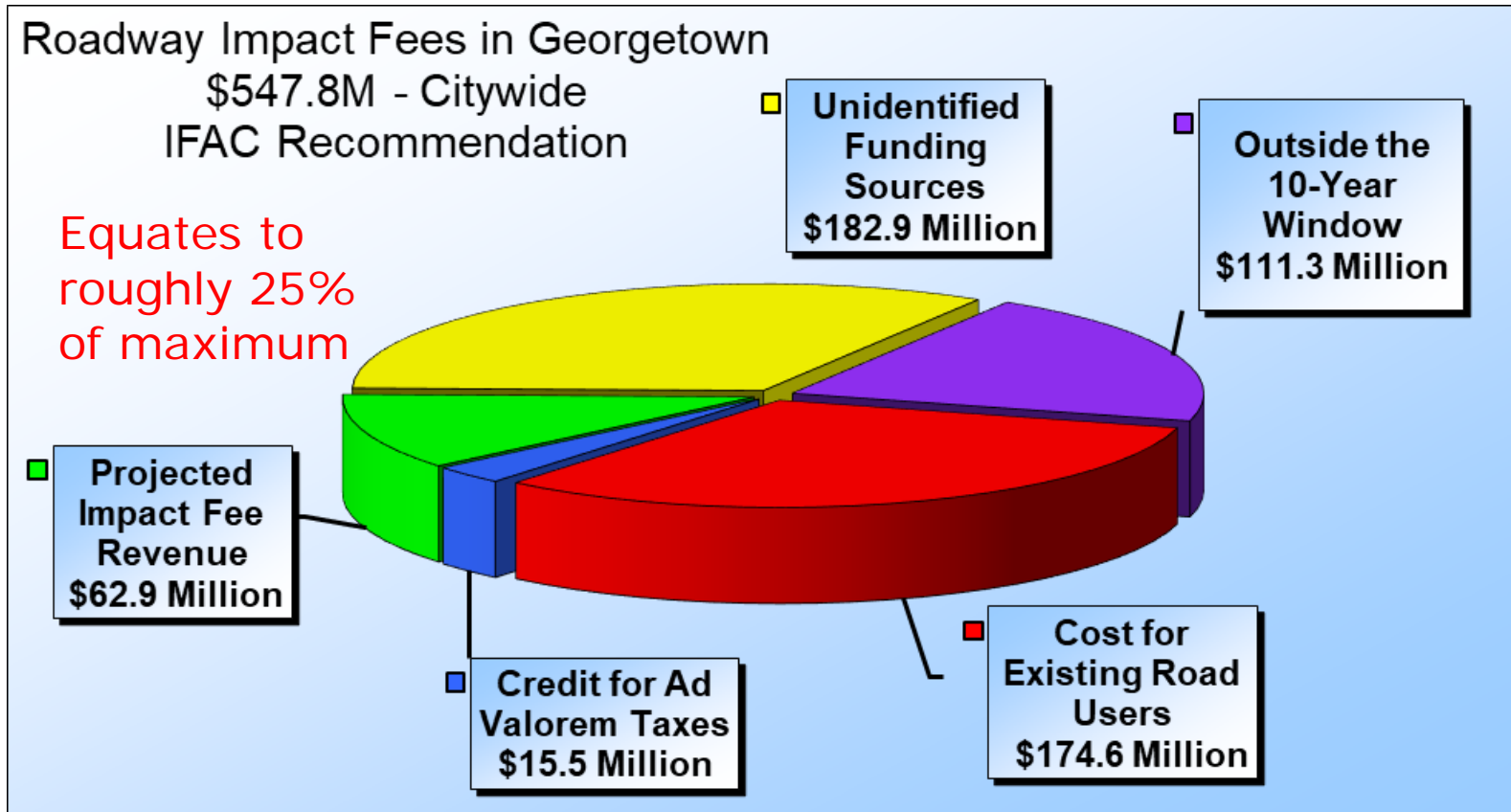


Impact Fee Components: Collection Rate

Roadway Impact Fees in Georgetown
\$547.8M - Citywide
Adopted 100% of Max Fee



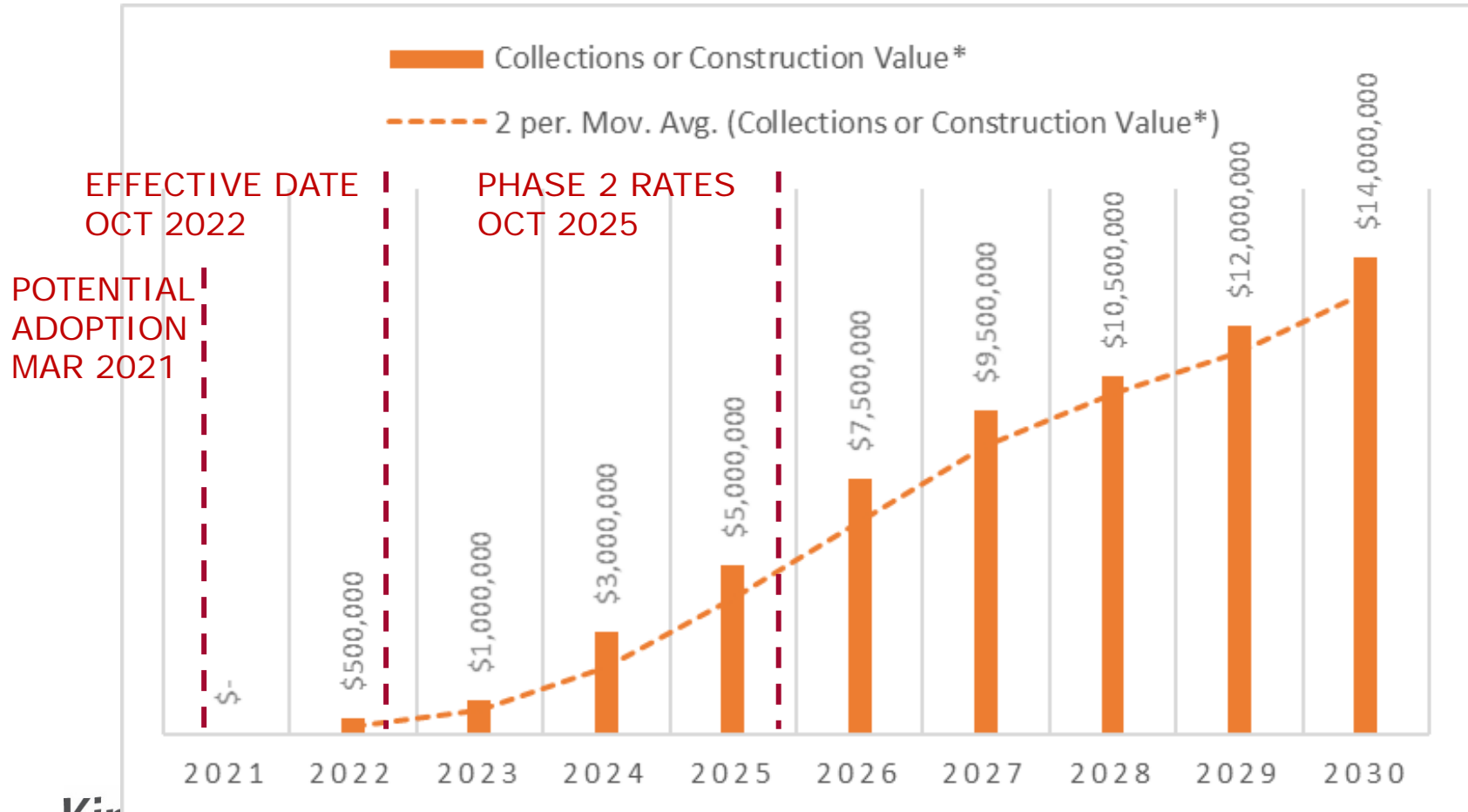
Impact Fee Components: Collection Rate



Impact Fees can only be collected for the **green** and **yellow** pieces of pie

IFAC Recommendation: Anticipated Collections Over 10 Years

*Note - some collections may not be realized if credits given for construction of TIF CIP improvements



Council Direction

Requesting feedback on the following components of the Transportation Impact Fee for incorporation into the draft Ordinance for your consideration:

- Implementation Schedule
- Collection Rate Amounts by Land Use
- Phasing of Collection Rates
- Other Policy Considerations not mentioned

What's Next?

- February 23rd – Public Hearing on Study (Maximum Fee)
- March 9th – Ordinance 1st Reading
- March 23rd – Ordinance 2nd Reading