



Impact Fee Advisory Committee Transportation Impact Fees Final Report & Collection Rates

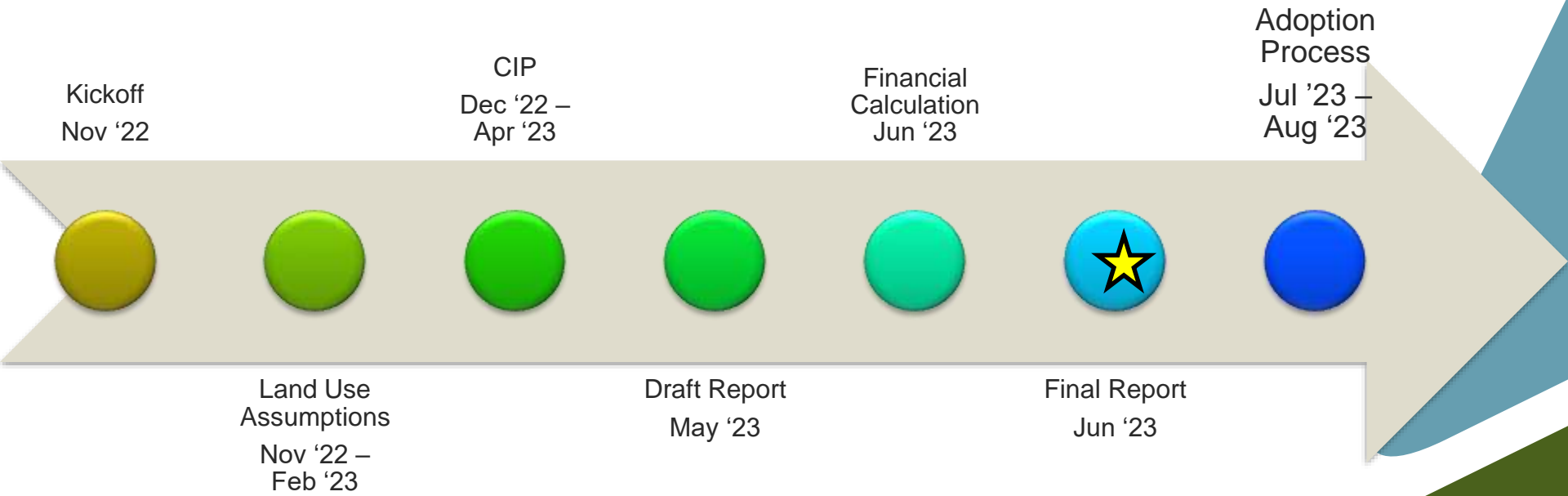
Kimley»Horn

June 29, 2023

Rough Outline

- Maximum Fee Final Results
- Comparison City Policies
- Policy Discussion with Rates
- **Potential Action:** Study Document with Maximum Fee with any comments on rates and policies

Project Timeline



Draft Final Report

Action on collection rates, report comments, and policies

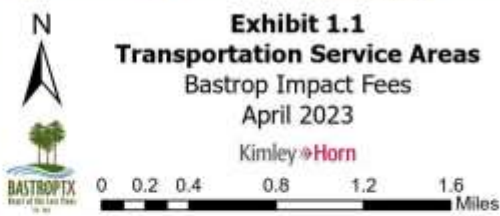
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**MAXIMUM FEE
(FINAL)**

Final Maximum Fees (pre-Credit)

Service Area	Maximum Fee per vehicle-mile	Single Family House Equivalent
A	\$2,275	\$8,372
B	\$1,345	\$4,950

Exhibit 1.1
Transportation Service Areas
Bastrop Impact Fees
April 2023
Kimley-Horn



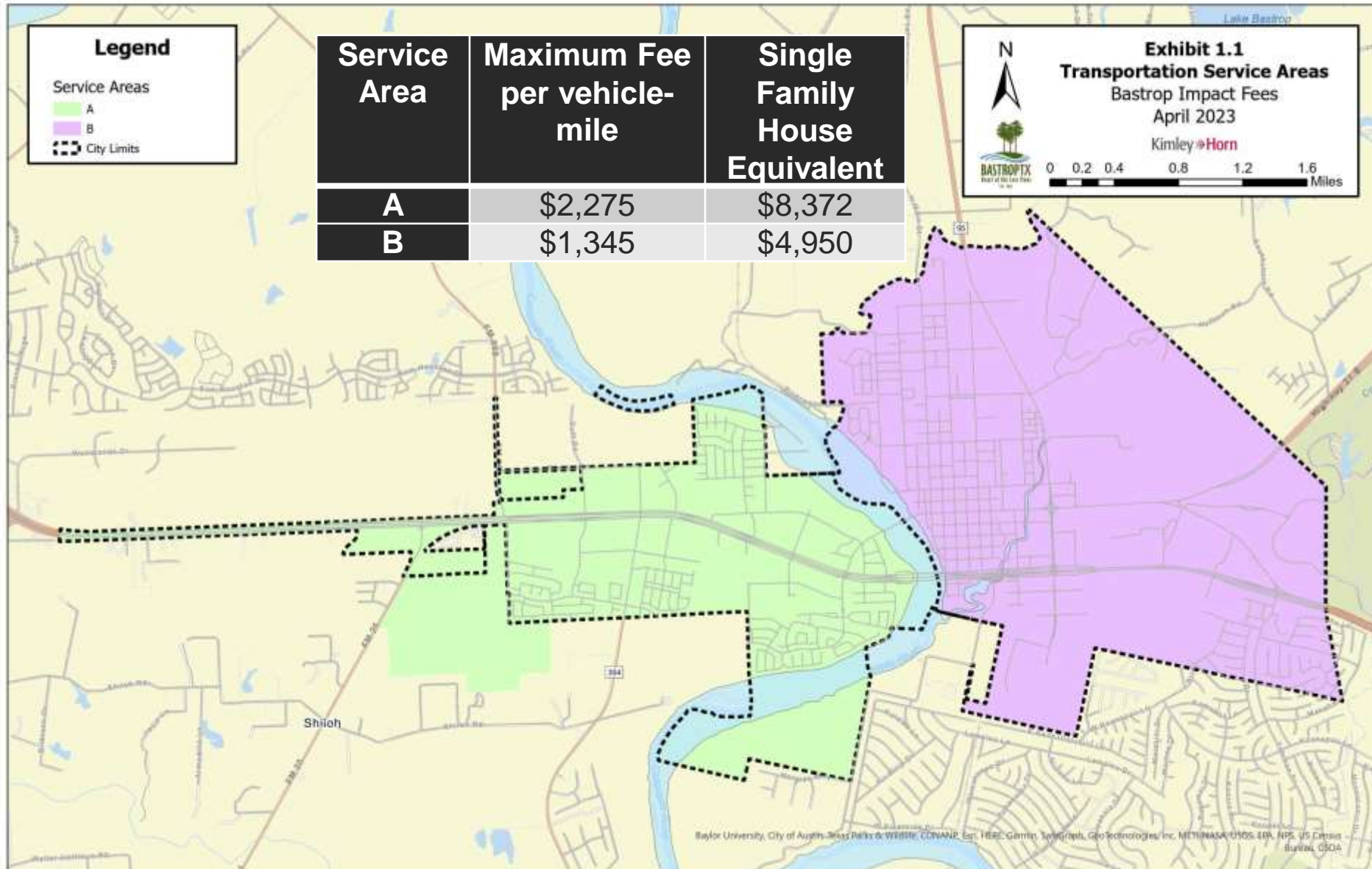
0 0.2 0.4 0.8 1.2 1.6 Miles

Legend

Service Areas

- A
- B

City Limits



Impact Fee Components: Maximum Fee Application

- Example: \$1,225/vehicle-mile (Service Area B)
- 1. Example Multifamily Development (350 Unit Apartment Complex) –
 - $\$1,225 * 350 \text{ units} * 2 \text{ veh-mi per unit} = \$857,500$
- Rate collected is based on Council decision (Policy).

Impact Fee Components: Collection Rate Application

- Example: **\$500**/vehicle-mile (TBD Ordinance)
- 1. Example Multifamily Development (350 Unit Apartment Complex) –
 - **\$500** * 350 units * 2 veh-mi per unit = \$350,000
- Rate collected is based on Council decision (Policy).

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POLICY FRAMEWORK

Policy Decisions Outline

- Effective Date
- Collection Rate
- Reductions

General Rule of thumb: simpler is better

Effective Date

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

INITIAL “OPTIONS”

- Set the effective date 12 months after adoption for “clean” rollout (or other length)
- (State Law Minimum) Set the grace period at 12 months or longer, but still collect on plats after adoption at any time

Other Cities' Implementation Schedules

City	Adoption	Effective Date	Grandfathering (if any)
Round Rock	March 2019	January 1, 2021 (Phased Rates)	Grace period for all properties 21 months
Pflugerville	November 2020	March 1, 2021 (Phased Rates)	Grace period for previously platted 3 month
Austin	December 2020	June 20, 2022 (No Phasing)	Grace period for all properties 18 months, if TIA approved prior to Dec '20, 3 years grace period
Georgetown	March 2021	March 1, 2023 (Phased Rates)	Exempt if prelim plat submitted prior to Mar '23, or if existing approved TIA or development agreement also exempt
Leander	July 7, 2022	January 7, 2024	Exempt plats prior to adoption if existing approved TIA or development agreement

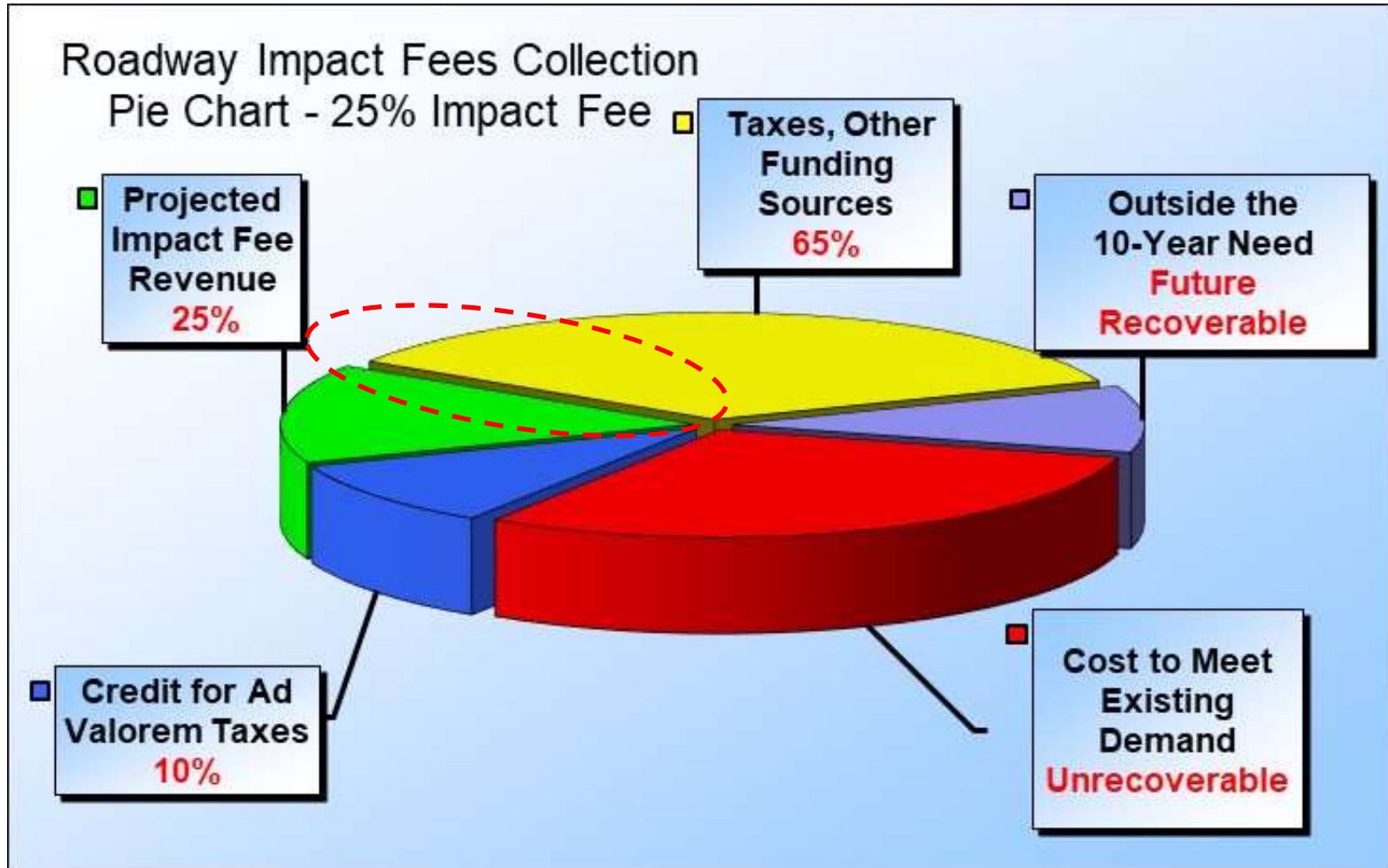
Collection Rate

- Limited by maximum fee in each service area

INITIAL “OPTIONS”

- Flat option – all the same limited by lowest max fee: *lowest max is \$1,345 / service unit*
- Percent (%) option – rate varies by area, but can be flat percentage of maximum – *50% sits in line with state law credit “option”*
- Vary by Land Use or Land Use Category (Residential, Non-Residential, or more specific)

Impact Fee Components: Collection Rate



Rates from Other Cities

Sample Development	Leander ² (Low-High % of Max)	Georgetown ² (2023 Rates - % of Max)	Round Rock (2023 Rate)	Round Rock (2024 Rate)	Austin ¹ (Low – High)	Pflugerville ² (Low – High % of Max)
Single Family House (ITE 210)	\$580 - \$4,402	\$2,655 - \$4,583	\$4,813.80	\$6,419.82	\$2,439.50 - \$3,621	\$6,773
Single Family Attached (ITE 215) (Duplex) – each unit	\$352 - \$ 2,669	N/A	N/A	N/A	\$1,377 - \$2,048.50	N/A
Multi-family Mid-Rise (ITE 221) each unit	\$241 - \$1,830	\$1,767 - \$3,050	\$2,135.70	\$2,848.23	\$1,088 - \$1,606.50	\$3,005
General Office (per 1,000 s.f.) (ITE 710)	\$140 - \$1,061	\$970 - \$1,674	\$2,442.92	\$2,929.17	\$5,188.05 - \$4,726.35	\$3,092.55 - \$6,138.42
General Light Industrial (per 1,000 s.f.) (ITE 130)	\$112 - \$850	\$943 - \$1,627	\$2,373.84	\$2,846.34	\$1,494.45 - \$2,916	\$3,005.10 - \$5,694.84
Shopping Center (per 1,000 s.f.) (between 40k-150k s.f. rate or ITE 820)	\$313 - \$2,377	\$1,990 - \$3,434	\$5,011.44	\$6,008.94	\$4,434.75 - \$4,847.85	\$6,344.10 - \$12,592.44

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

2 Note: Low & High differ due to different rates as a % of maximum in different Service Areas

Reductions (Optional)

- Policy to further other City Objectives
- Truly “endless possibilities”, needs focus
- Examples:
 - Affordable Housing
 - Internal Capture
 - Special Districts / Overlays
 - Desired Land Uses in Areas lacking

Recommend revisiting this later if implemented in 6-month updates to “tweak” policy if things arise

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**POTENTIAL ACTION:
STUDY, RATES, AND
OTHER POLICIES**

Potential Action: Study & Max Fee

- Options for IFAC:
 - Comments recorded at today's meeting to share with council
 - Share comments prior to 5 business days before the public hearing date with council
 - Could be to chair in letter format or individually
- Study Action:
 - Recommend to **accept / deny** study and maximum fee results with / without exceptions **XYZ**

Potential Action 1 of 2

- Potential Motions on Rates ([Edit live](#)):
 - Recommend adopting the maximums established in the study by Service Area (previous slide)
 - Recommend setting the collection rate for the following amounts, :
 - Residential – X% of maximum or \$ flat rate
 - Non-Residential – X% of maximum or \$ flat rate
 - Other – X% of maximum or \$ flat rate
 - Special Districts reductions
 - Special Land Use reductions

Potential Action 2 of 2

- Potential Motions on Implementation ([Edit live](#)):
 - Recommend setting effective date of ordinance **X months** after Ordinance adoption, exempting **XYZ** at **adoption** date of Ordinance for Roadway Impact Fees.

Next Steps

- Take comments from IFAC to council for consideration
- Additional Council public hearing on the study with maximum fee rate
- Ordinance based on IFAC feedback for Council consideration