



Impact Fee Advisory Committee
Transportation Impact Fees
Maximum Fee Calculation, Policy Intro

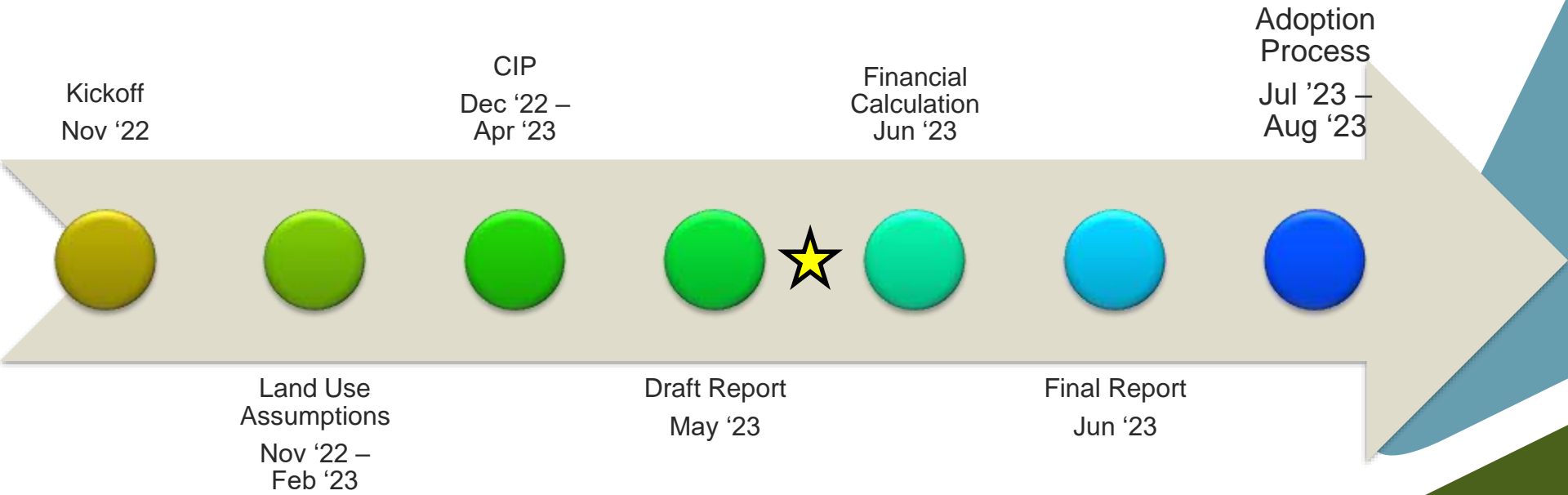
Kimley»»Horn

May 25, 2023

Rough Outline

- Potential Action: Land Use Assumptions and CIP comments for Council
- Maximum Fee Calculation Overview
- Maximum Fee (Pre-Credit) Results
- Policy Framework

Project Timeline



Roadway Impact Fee 101, Overview on draft Land Use Assumptions & CIP, no action

The background features three large, overlapping, rounded shapes: a dark green shape in the top-left, a blue shape in the bottom-left, and a brown shape in the bottom-right. The text is centered in the white space between these shapes.

**POTENTIAL ACTION:
LUA & CIP**

Potential Action: Comments on Land Use Assumptions and CIP

Presentation on land use assumptions & CIP at April Meeting Report including assumptions in backup materials for action

- 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 (*by June 6th*)
 - Could be to chair in letter format or individually
- Comments can be “no comments”



**MAXIMUM FEE
(PRE-CREDIT)**

Impact Fee Components: Maximum Fee

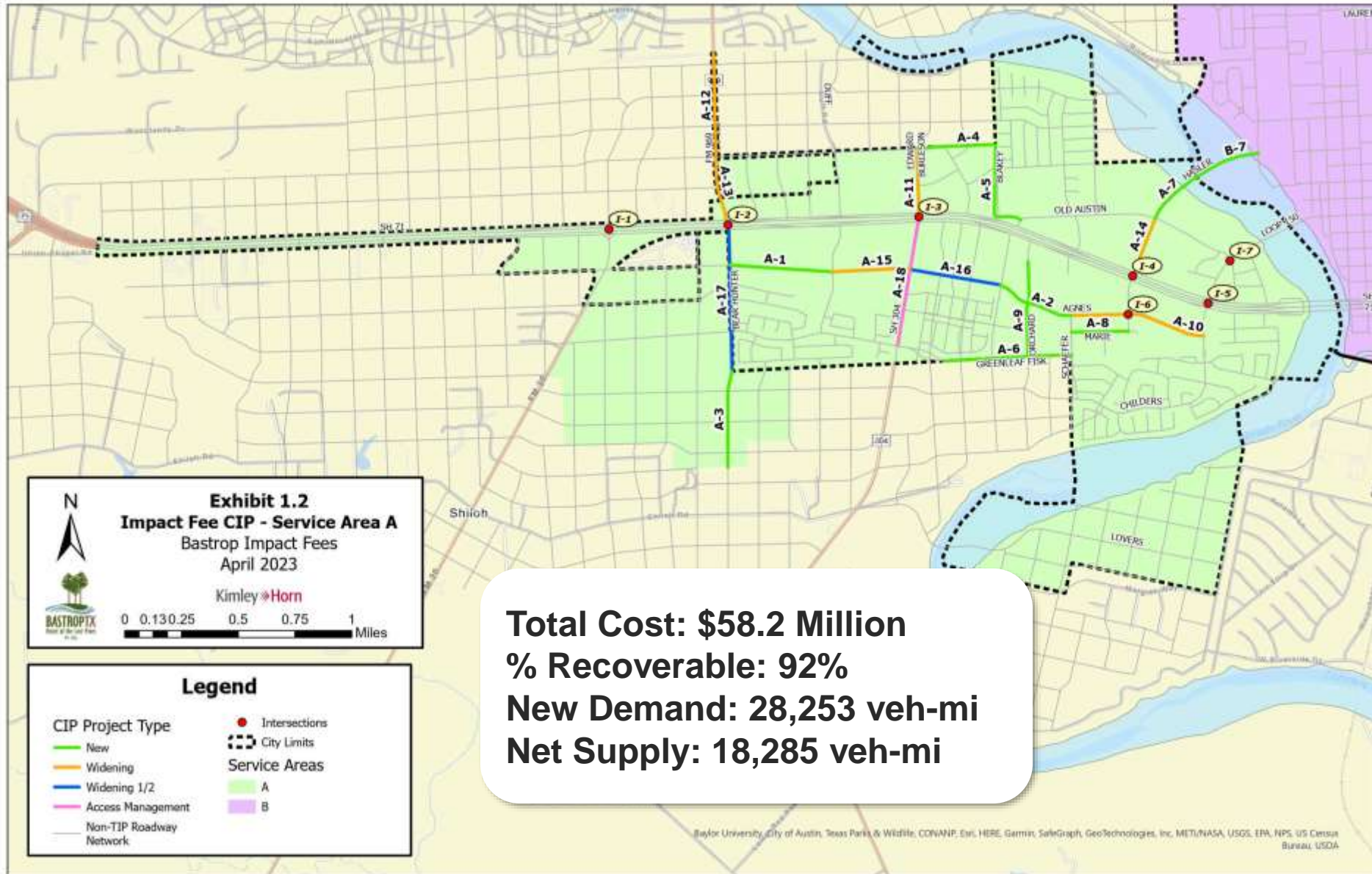
$$\text{Max. Impact Fee Per Service Unit} = \frac{\text{Recoverable Cost of the CIP (\$)}}{\text{New Service Units (vehicle - miles)}}$$

- 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 Thoroughfare Plan needed for future growth
- Credits against impact fees due when a developer constructs or contributes to a thoroughfare facility
- Impact Fee calcs must be updated at least every 5 years

Impact Fee Components: Maximum Fee Application

- Example: \$1,000/vehicle-mile (TBD by Study)
- 1. Example Multifamily Development (350 Unit Apartment Complex) –
 - $\$1,000 * 350 \text{ units} * 2 \text{ veh-mi per unit} = \$700,000$
- Rate collected is based on Council decision (Policy).

Service Area A Calculation



Service Area B Calculation

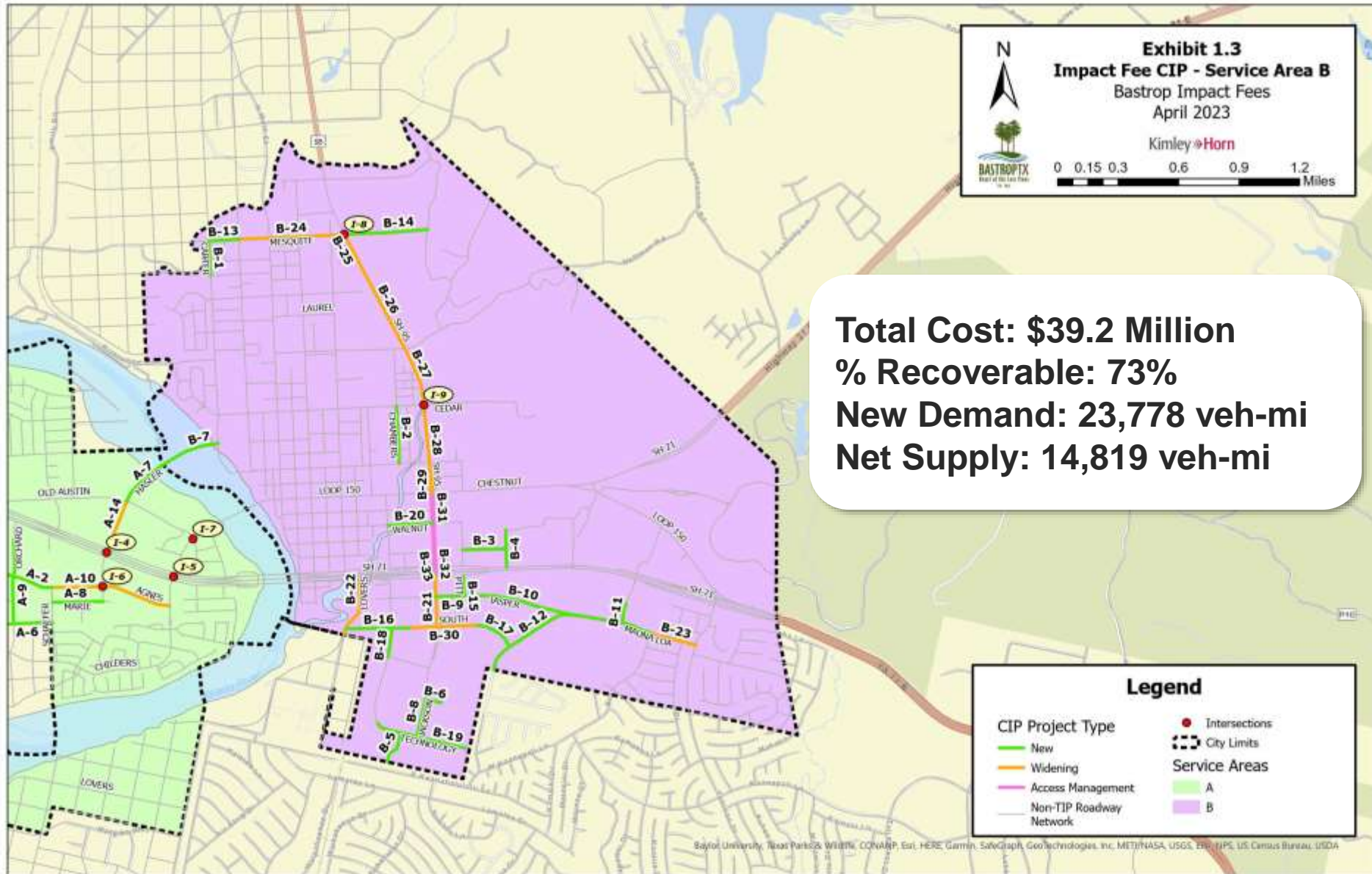


Exhibit 1.3
Impact Fee CIP - Service Area B
 Bastrop Impact Fees
 April 2023
 Kimley-Horn

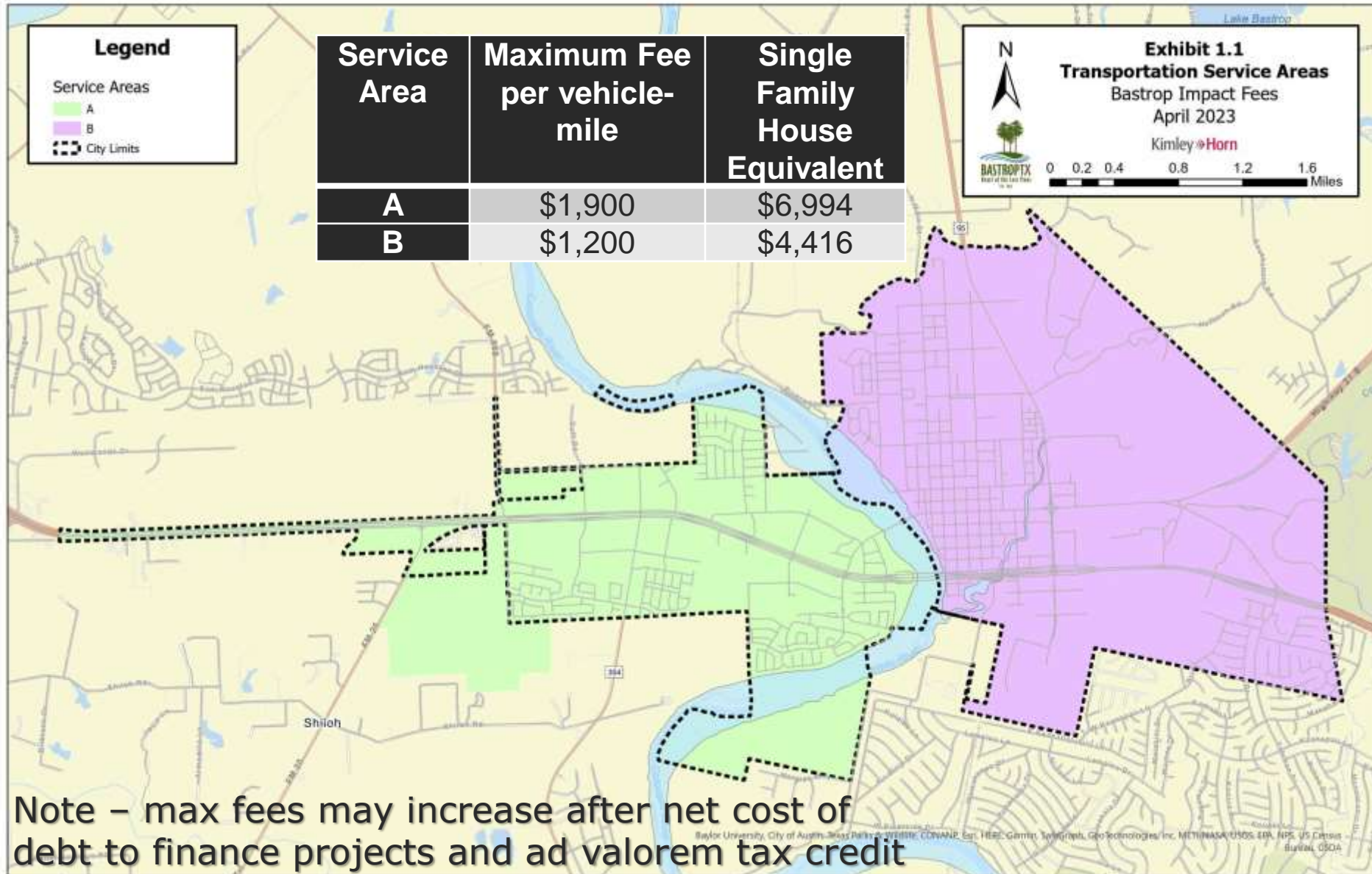
0 0.15 0.3 0.6 0.9 1.2 Miles

Total Cost: \$39.2 Million
% Recoverable: 73%
New Demand: 23,778 veh-mi
Net Supply: 14,819 veh-mi

Legend

| | |
|-------------------------|---------------|
| CIP Project Type | Intersections |
| New | City Limits |
| Widening | Service Areas |
| Access Management | A |
| Non-TIP Roadway Network | B |

Final Maximum Fees (pre-Credit)



The background features three large, overlapping, rounded shapes in the bottom-left corner: a dark green shape at the top, a blue shape in the middle, and a brown shape at the bottom. The rest of the background is white.

POLICY FRAMEWORK

Policy Considerations

- Is there a better way to do this?
- 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
 - **Consistent** with the City's overall goals and objectives for growth – perhaps even encourage development where infrastructure already exists

Policy Decisions Outline

- Effective Date
- Collection Rate
- Reductions

Effective Date

- 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)

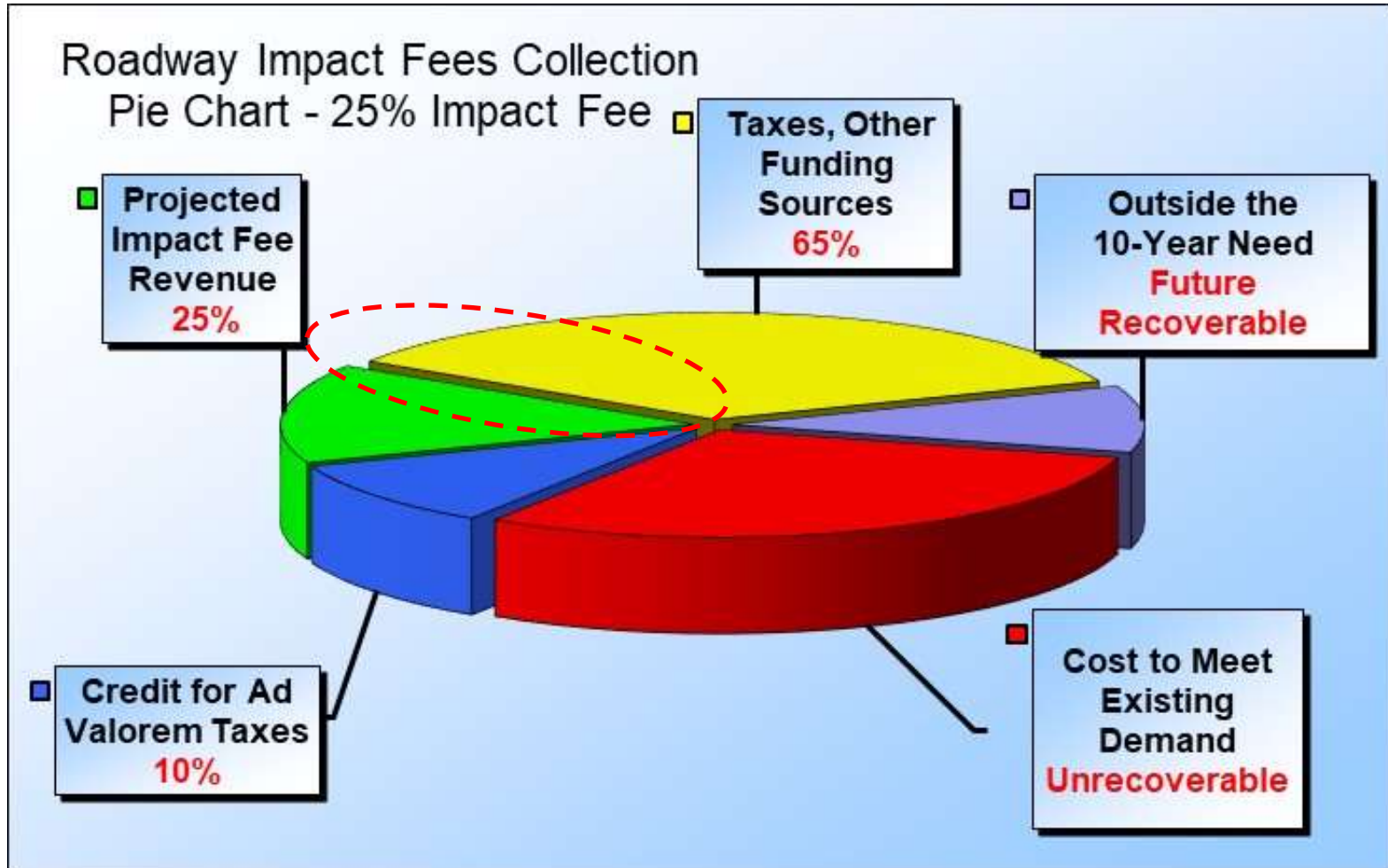
Collection Rate

- 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
- Vary by Land Use or Land Use Category (Residential, Non-Residential, or more specific)

Impact Fee Components: Collection Rate



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

Next Steps

- June updated maximum fee (with credit) with draft full study and discuss policy items:
 - Collection Rate
 - Effective Date
 - Other policy items
- Other potential features:
 - Other cities info (rates & effective dates)
 - Sample developments with rates
 - Live polling

The background features three large, overlapping, rounded shapes in a dark olive green, a medium blue, and a dark brown color, set against a plain white background. The green shape is in the top-left, the blue shape is in the bottom-left, and the brown shape is in the bottom-center.

QUESTIONS?