



Public Hearing

CRF Land Use Assumptions &
Capital Improvements Program

Roadway Capital Recovery Fee Study



Agenda

1

101 & Land Use Assumptions



2

Preliminary Impact Fee
Capital Improvements Plan (CIP)



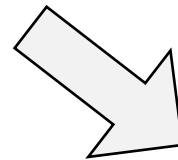
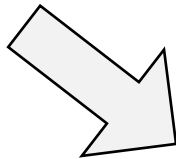
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CIAC Discussion/ Recommendation



What are Capital Recovery Fees (CRF)?

One-time charge assessed to new development for a portion of costs related to specific capital improvements



*Systematic, structured
approach to
assessment of fees*

Basis of Capital Recovery Fees?



New development should pay for the cost of public infrastructure required to serve it.

“Growth Paying for Growth”

- Authorized by State Law (LGC Chapter 395)
- Specific requirements for program administration and fee calculation
- Update required every five years
- Tool for assisting in determination of proportionality



WHO PAYS FOR GROWTH?

The diagram is a conceptual flowchart. At the top, a blue oval contains the title 'WHO PAYS FOR GROWTH?'. Two green curved arrows point from this oval to two separate light blue rounded rectangular boxes. The left box is titled 'IMPACT FEES' and describes a policy where new development shares responsibility for growth. The right box is titled 'NO IMPACT FEES' and describes a policy where existing and future tax payers build all capital facilities. In the center, between the two boxes, is a photograph of four hands stacked on top of each other, symbolizing support or agreement. At the bottom of each box is a green silhouette of a person in a suit holding a briefcase with a dollar sign on it, with green lines radiating from the briefcase to represent money or growth.

IMPACT FEES

New development shares in part of this responsibility



NO IMPACT FEES

Existing and future tax payers build all capital facilities



Types of Capital Recovery Fees

ROADWAY

- Based on size and type of development, specific location (service area)
- Collected at time of building permit



WATER & WASTEWATER

- Based on meter size
- Collected at time of connection to system
- Collected and applied citywide

Both types of fees are calculated based on Service Units – units of development brought online

CRF Considerations

ADVANTAGES

- ✓ Allowable by state law; **alleviates burden of new facilities on existing tax payers.**
- ✓ Allows **recoupment of project costs** already constructed which contains oversized or excess capacity.
- ✓ Allows for implementation of **key system improvements** over piece-meal approach.
- ✓ Provides **up front knowledge** of the exact fee to be imposed.
- ✓ Fairly charges based on **system impacts.**
- ✓ Establishes **rough proportionality.**
- ✓ Allows for **pooling of funds.**
- ✓ Allows for **developer credits.**

- × **City may likely have to front the cost of improvements and collect fees as development occurs.**
- × **Slower economic times** means cost **recovery may be slow** and is dependent on new development.
- × For roadways, fees can **only** be applied to projects **within city limits.**
- × System update **every five years.**
- × Administrative requirements may be burdensome to some cities.
- × Increases the cost of development which can affect economic development strategies.

DISADVANTAGES

What can CRFs Pay for?



construction



surveying



engineering



land acquisition



debt service



water supply, treatment, and
distribution facilities

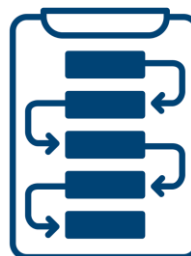


roadway facilities

CRFs can also pay for
required updates to the

- **Fee schedule**
- **CRF CIP**

(Not Staff time, but
contracted study updates)



included in the
**Capital Recovery Fee
Capital Improvement Plan**

What do CRFs NOT Pay for?

- ✗ Upgrading, updating, expanding, or replacing existing capital improvements that serve existing development (where there is no new development)
- ✗ Repair, operation, or maintenance of existing or new facilities
- ✗ Cost of projects that are not included in the Capital Recovery Fee Capital Improvement Plan
- ✗ Debt service for projects that are not included in the Capital Recovery Fee Capital Improvement Plan
- ✗ Administrative and operating costs of the capital recovery fee program by City Staff



Program Process



Methodology Overview



Service Areas



Land Use Assumptions



Service Units



Existing Capacity, Usage & Deficiencies



Projected Demand



Capital Improvements Plan



Service Unit Equivalency



Cost per Service Unit Calculation

Discuss CIAC Recommendation to Council

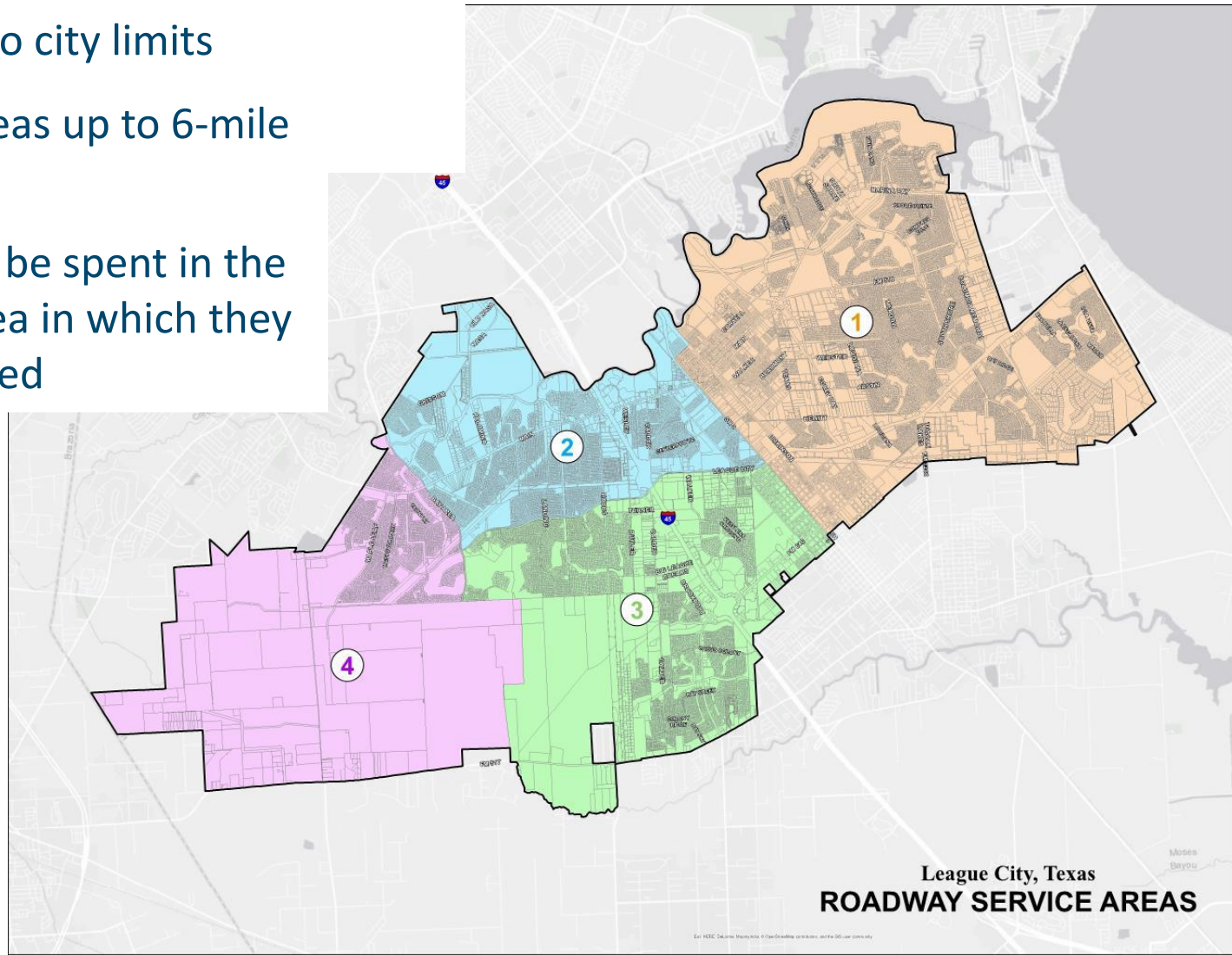
Ch 395, TLGC
Technical
Requirements



**Addressed in
Study Report**

Roadway Service Areas

- Confined to city limits
- Service areas up to 6-mile diameter
- Fees must be spent in the service area in which they are captured



Land Use Assumptions



Land Use/Growth Assumptions

- 10-year growth projections for CRFs
- Based on trend/forecasted community growth
- Population/employment used to derive demand from future development
- Basis for CIP development
- **LUA adopted by Council in November 2017**
 - To be used for both Roadway and W/WW update



Population & Employment Growth

- From 2017 Land Use Assumptions Report; adopted November 2017
 - **Annual Growth Rate: 3.4% (within *current* City limits)**
 - **Net Growth: 40,751 persons; 11,494 employees**

	2017	2027	Growth
Population	102,635	143,386	40,751
Employment	30,208	41,702	11,494



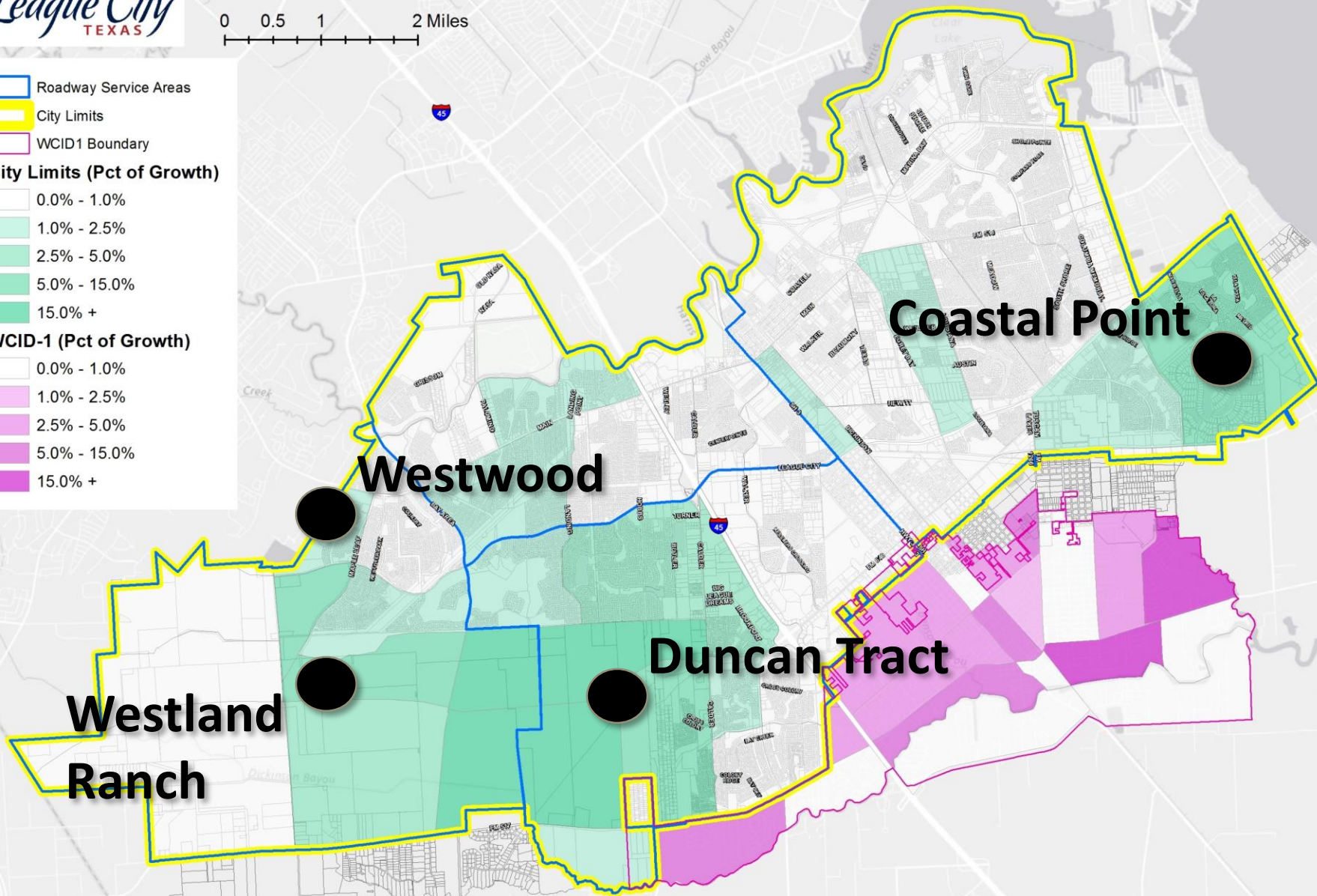
- Roadway Service Areas
- City Limits
- WCID1 Boundary

City Limits (Pct of Growth)

- 0.0% - 1.0%
- 1.0% - 2.5%
- 2.5% - 5.0%
- 5.0% - 15.0%
- 15.0% +

WCID-1 (Pct of Growth)

- 0.0% - 1.0%
- 1.0% - 2.5%
- 2.5% - 5.0%
- 5.0% - 15.0%
- 15.0% +



League City, Texas
2017-2027 Population Growth Distribution



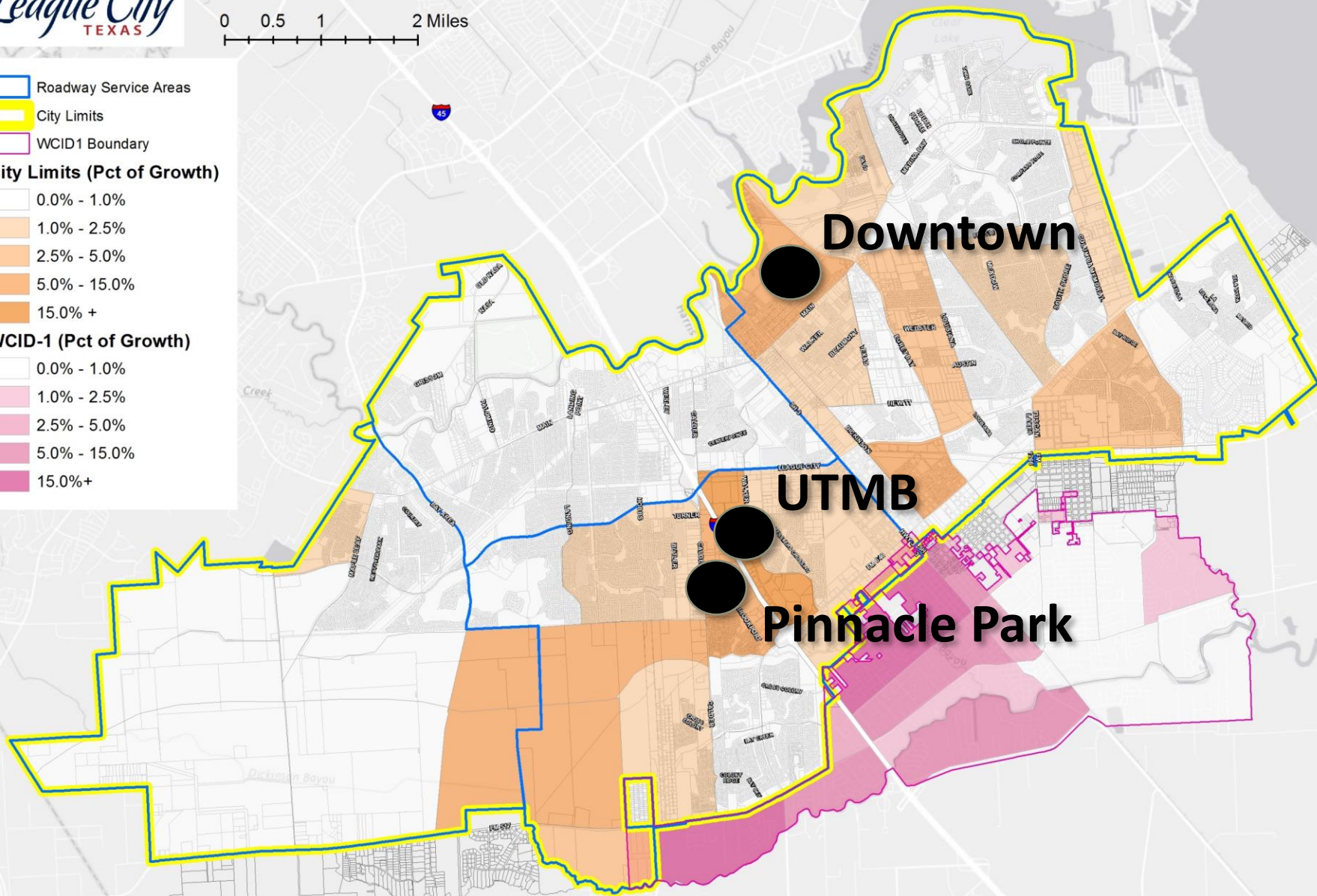
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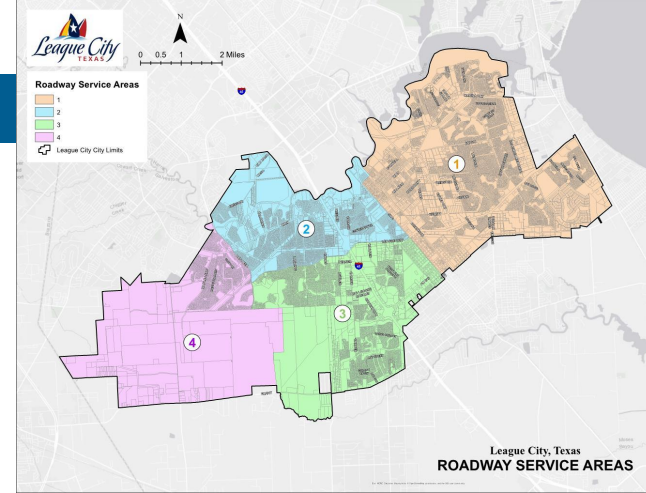
WCID-1 (Pct of Growth)

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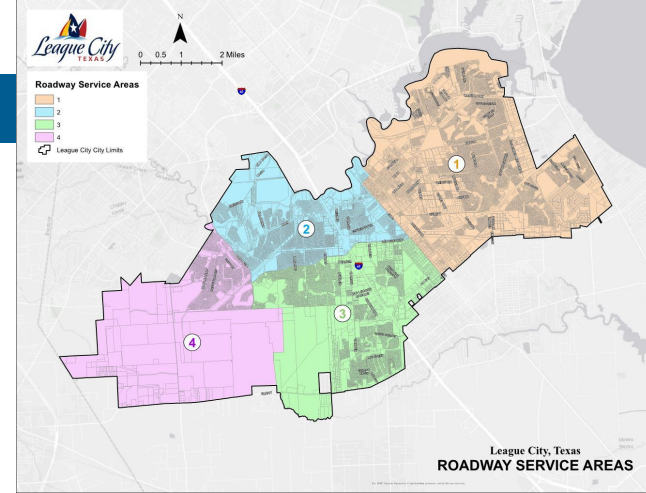
League City, Texas
2017-2027 Employment Growth Distribution

Population Demographics



Service Area	2017	2027	Growth	Pct Change
1	44,343	51,238	6,895	16%
2	25,358	27,634	2,276	9%
3	22,330	38,374	16,044	72%
4	10,604	26,140	15,536	147%
Total	102,635	143,386	40,751	40%

Employment Demographics



Service Area	2017	2027	Growth	Pct Change
1	18,660	23,327	4,667	25%
2	5,589	5,887	298	5%
3	4,575	9,760	5,185	113%
4	1,384	2,728	1,344	97%
Total	30,208	41,702	11,494	38%

Roadway Capital Recovery Fee Capital Improvements Plan

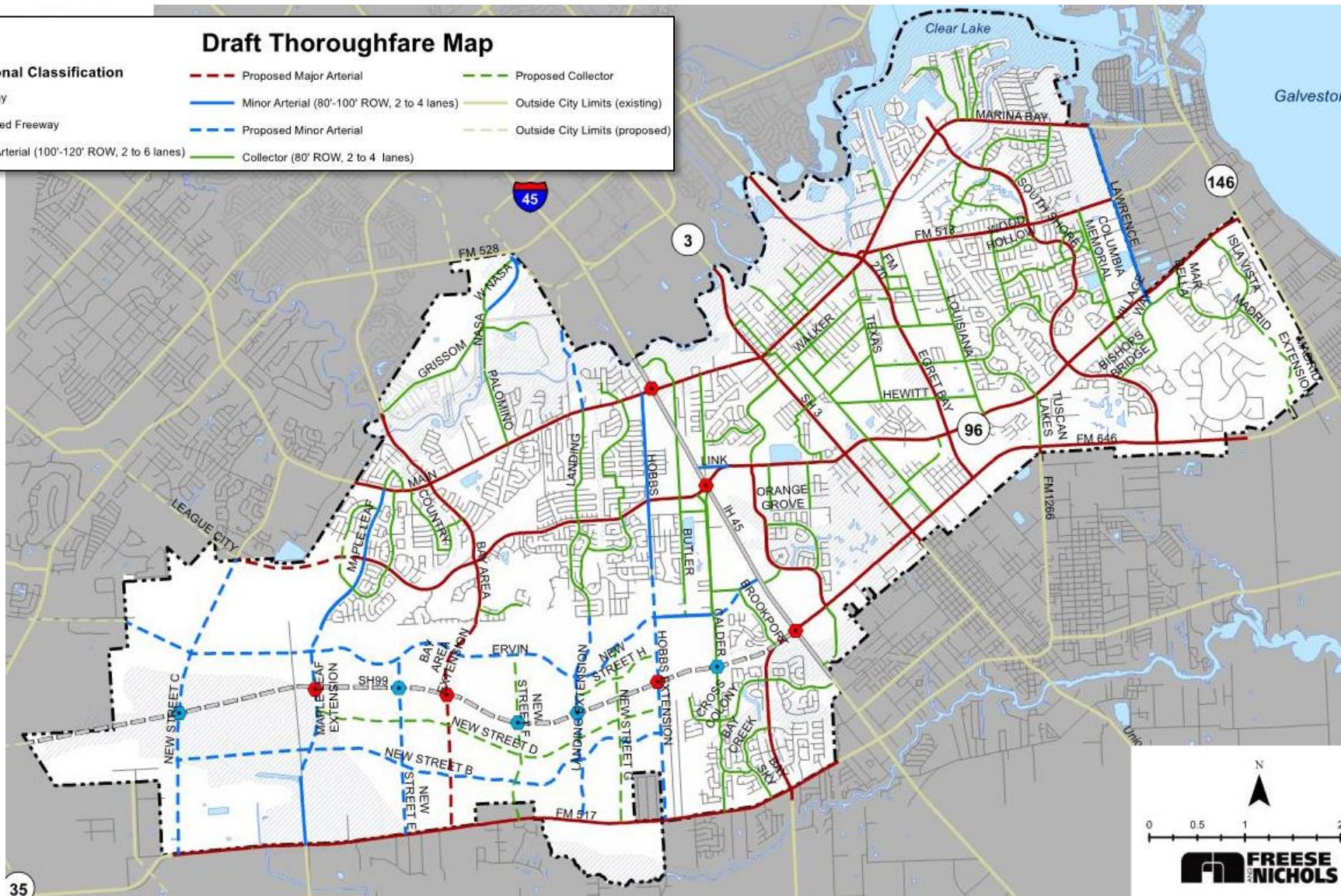


Master Mobility Plan

Draft Thoroughfare Map

Draft Functional Classification

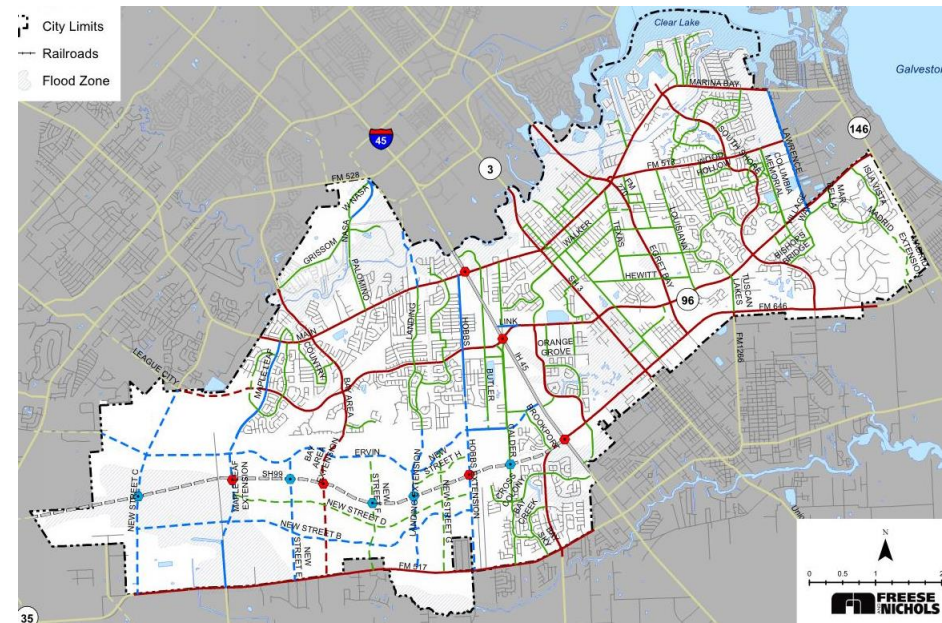
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|--|---|--------------------------------|
| Freeway | Proposed Major Arterial | Proposed Collector |
| Proposed Freeway | Minor Arterial (80'-100' ROW, 2 to 4 lanes) | Outside City Limits (existing) |
| Major Arterial (100'-120' ROW, 2 to 6 lanes) | Proposed Minor Arterial | Outside City Limits (proposed) |
| | Collector (80' ROW, 2 to 4 lanes) | |



Project Selection



- Mobility Plan Roadway Projects
 - Eligible Short-, Mid-, Long-term
- Southwest sector build-out flexibility
- Staff input on upcoming projects
- Existing conditions analysis
- 10-Year demand VMT



The map displays a network of proposed street extensions in the Bay Area. Key features include:

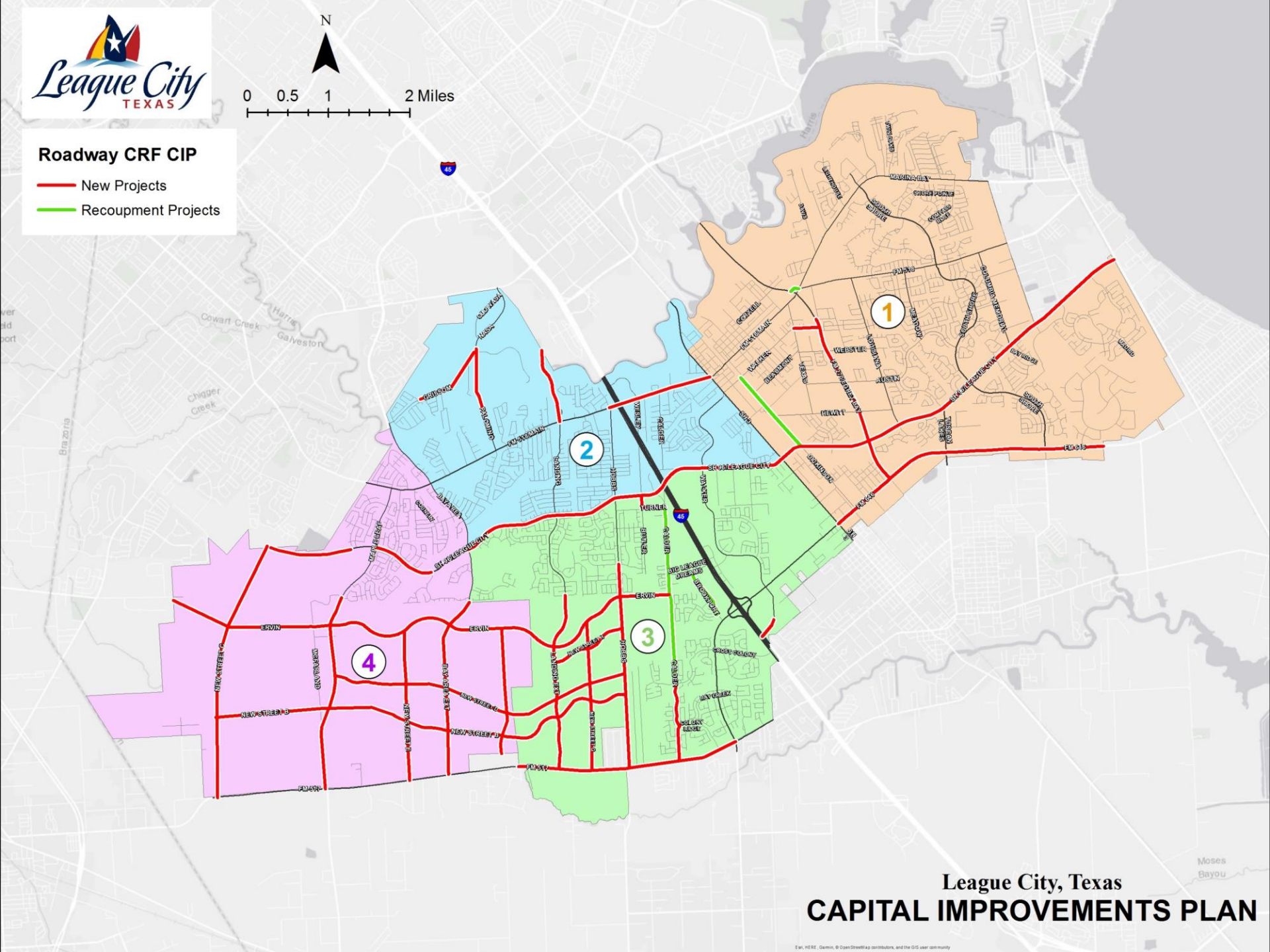
- Major Roads:** FM 917 (red line) and SH 99 (dashed line) are shown.
- Proposed Extensions:**
 - New Street A:** A red dashed line running vertically through the center.
 - New Street B:** A blue dashed line running horizontally across the middle.
 - New Street C:** A blue dashed line running vertically on the left.
 - New Street D:** A green dashed line running horizontally below New Street B.
 - New Street E:** A blue dashed line running vertically below New Street B.
 - New Street F:** A green dashed line running horizontally below New Street D.
 - New Street G:** A green dashed line running vertically on the right.
 - New Street H:** A blue dashed line running horizontally at the top right.
 - Maple Leaf Extension:** A red dashed line running horizontally across the top.
 - Ervin Extension:** A blue dashed line running horizontally across the top.
 - Bay Area Extension:** A red dashed line running horizontally across the top.
 - Hobbs Extension:** A blue dashed line running horizontally at the top.
 - Nissen Extension:** A blue dashed line running horizontally at the top.
- Landmarks:** The "Maple Leaf" area is shaded in light blue. The "Bay Area" is shaded in light green. The "Hobbs" area is shaded in light yellow.
- Other Labels:** "Butler" (top right), "Ervin" (center), "Nissen" (center), "Hobbs" (right), "Maple Leaf" (left), "Bay Area" (center), "New Street A" (center), "New Street B" (center), "New Street C" (left), "New Street D" (center), "New Street E" (center), "New Street F" (center), "New Street G" (right), "New Street H" (right), "FM 917" (bottom), "SH 99" (center), "Maple Leaf Extension" (left), "Ervin Extension" (center), "Bay Area Extension" (center), "Hobbs Extension" (right), "Nissen Extension" (right).

- 



Roadway CRF CIP

- New Projects
- Recoupment Projects



League City, Texas CAPITAL IMPROVEMENTS PLAN

Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community



Service Area 1

Roadway CRF CIP

- New Projects
- Recoupment Projects

FM 518 (Intersection)

Dickinson

Walker St

League City Pkwy

FM 646

Roadway Widening

Roadway Extension/New Roadway

League City, Texas
CAPITAL IMPROVEMENTS PLAN



Service Area 2

Roadway CRF CIP

- New Projects
- Recoupment Projects

Grissom

Landing Blvd

Palomino

Main St

League City Pkwy

Roadway Widening

Roadway Extension/New Roadway

League City, Texas
CAPITAL IMPROVEMENTS PLAN



Service Area 3

Roadway CRF CIP

- New Projects
- Recoupment Projects

League City Pkwy

Turner/Butler

Calder

Southwest
sector network

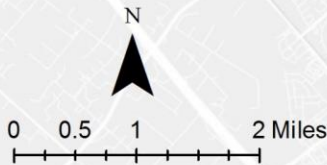
Walker

Roadway Widening

Roadway Extension/New Roadway

FM 517

League City, Texas
CAPITAL IMPROVEMENTS PLAN



Service Area 4

Roadway CRF CIP

- New Projects
- Recoupment Projects

League City Pkwy

Southwest
sector network

Roadway Widening

Roadway Extension/New Roadway

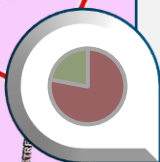
League City, Texas
CAPITAL IMPROVEMENTS PLAN



Summary

Roadway CRF CIP

- New Projects
- Recoupment Projects



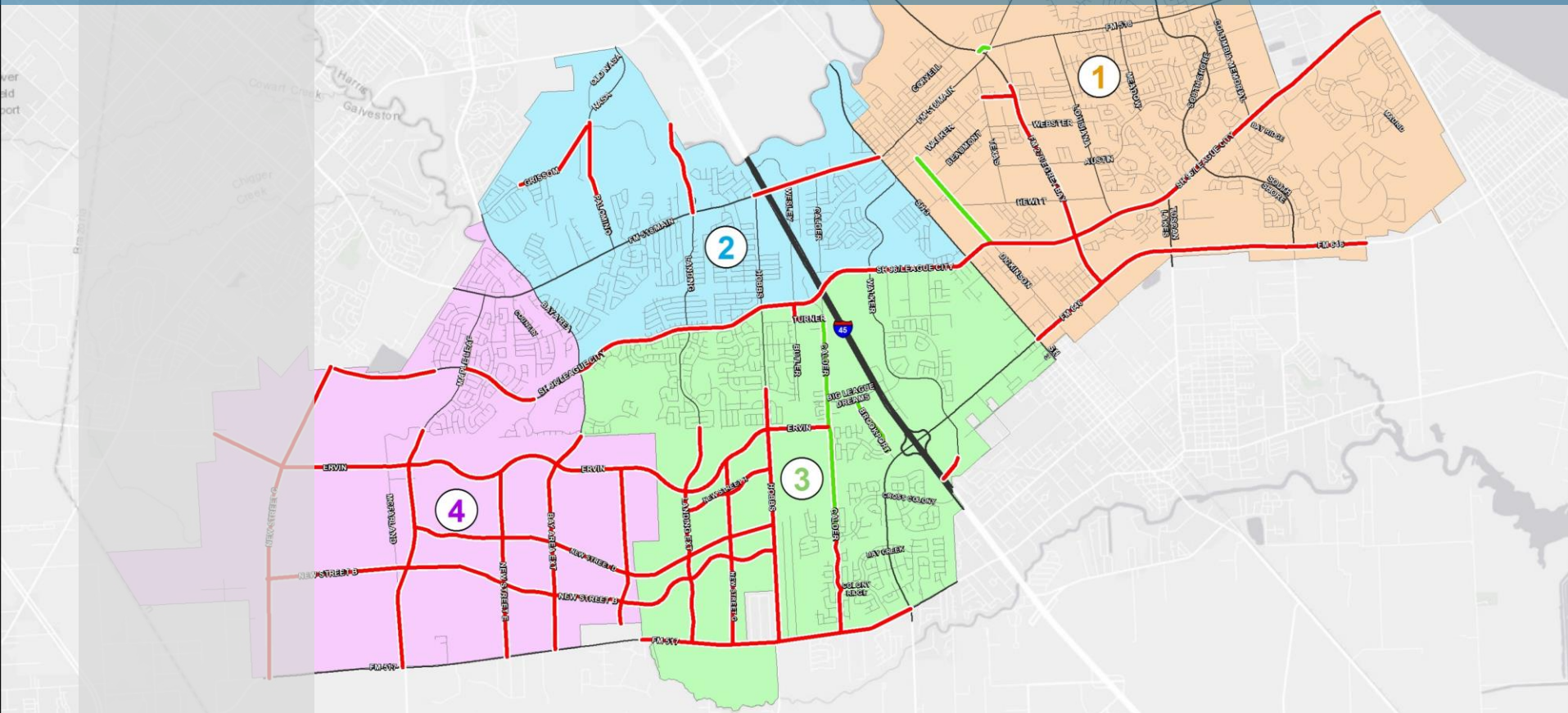
	SA 1	SA 2	SA 3	SA 4
Projected Growth	29,116	4,563	43,676	27,991
Net CIP Capacity Supplied	14,773	8,985	37,408	58,937
Capacity Consumed by New Growth	100%	51%	100%	48%

Roadway CRF CIP

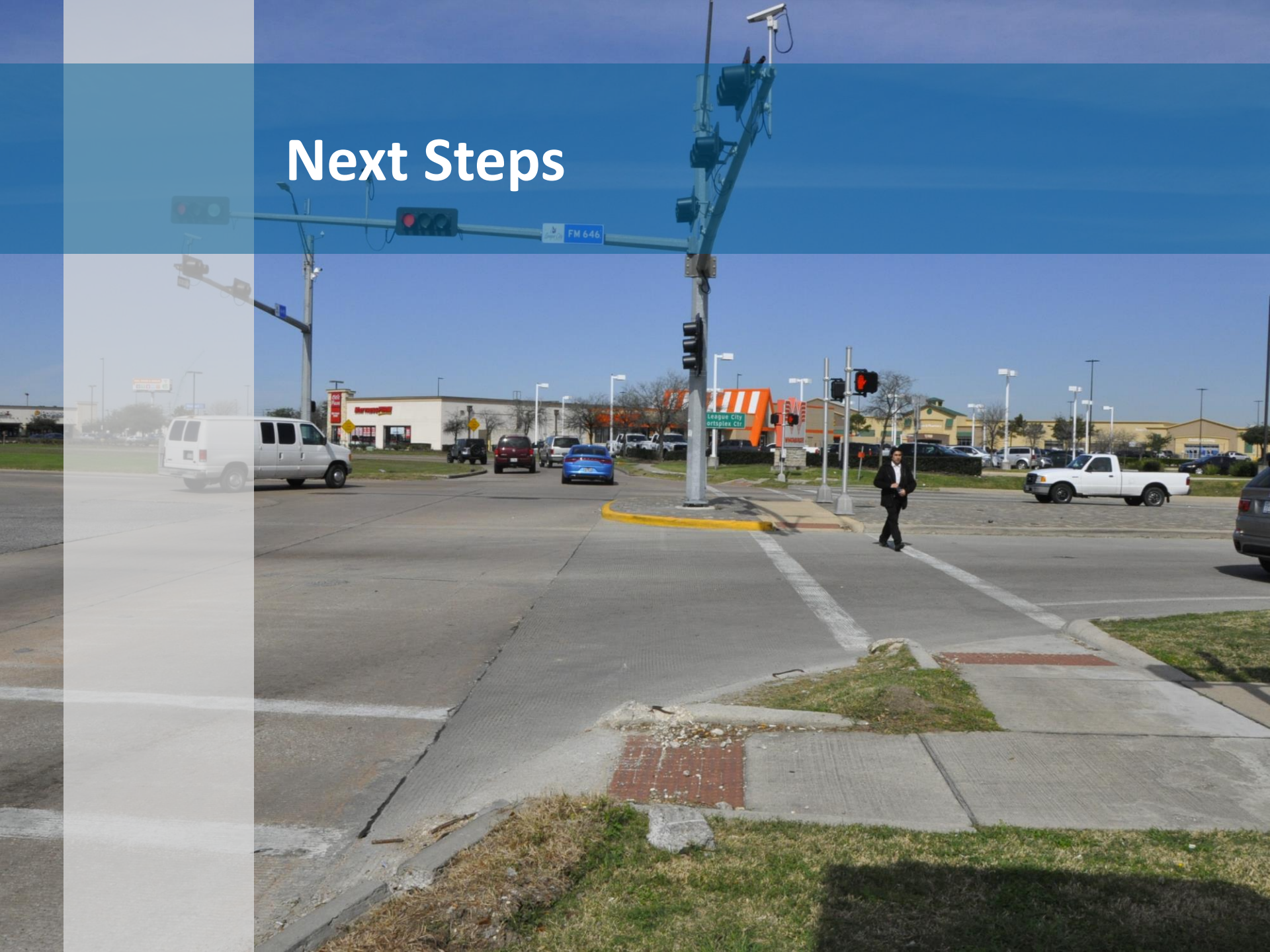
— New Projects

— Recoupment Projects

Q&A – Discussion/Comments



Next Steps



Program Development Process

CIAC COORDINATION

1

Develop Land Use Assumptions

2

Develop Capital Improvement Plan

3

LUA/CIP Public Hearing

*City
Council*

4

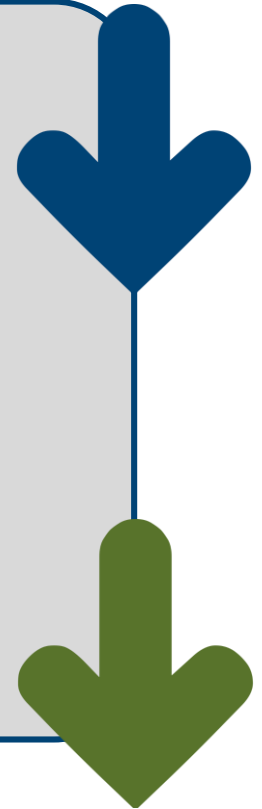
Conduct CRF Calculations/
Prepare Technical Report

5

CRF Public Hearing and Council
Consideration

6

Adopt CRF Ordinance





Thank You!