

# Transportation Impact Fees

Spotsylvania County Board of Supervisors

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# What is a Transportation Impact Fee?

- Authorized under Virginia State Code Sections 15.2-2317 through 15.2-2327
- A funding source to provide growth-related transportation infrastructure
  - Used for **capacity** improvements
  - Not road repair, operation, or maintenance
- A one time fee assessed to **ALL** new development
  - Can exempt types of development, but County must pay fee

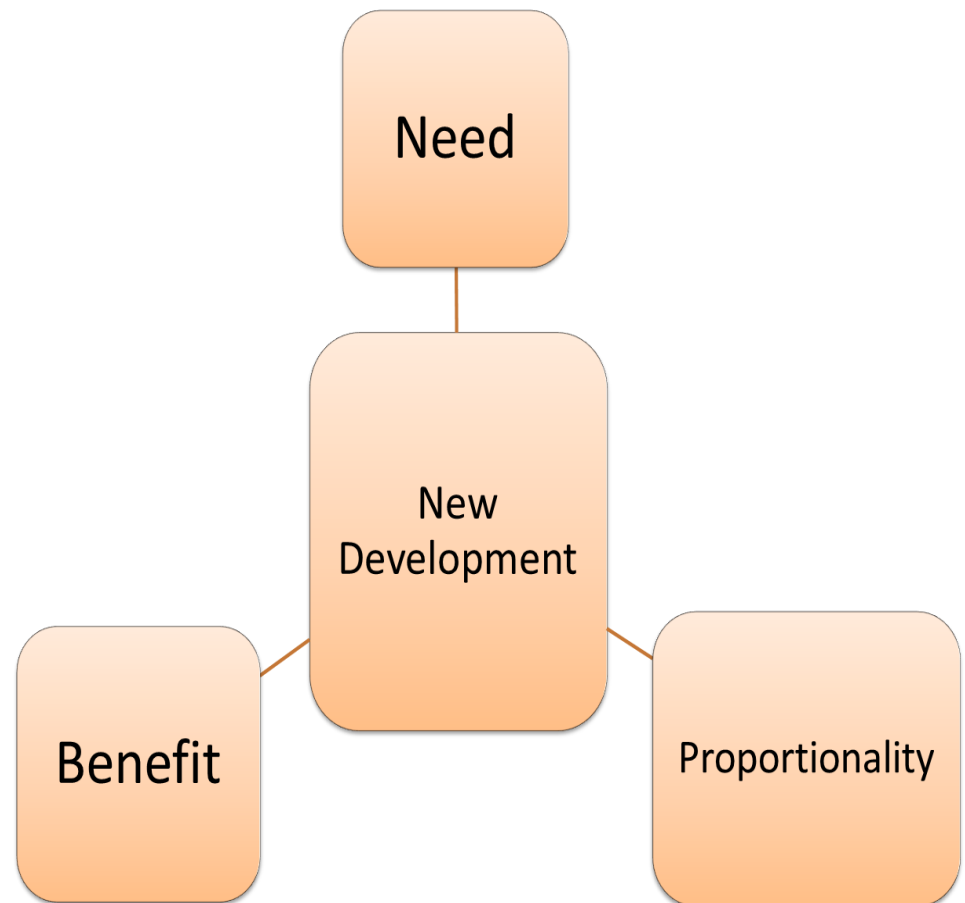
# Impact Fees Overview

## Three requirements must be met:

Need/Impact: Growth is generating need for infrastructure

Benefit: Timing of improvements; Accounting and expenditure controls

Proportionality: Fair share of cost



# Impact Fee Requirements

## Appoint an Impact Fee Advisory Committee

- 5 – 10 members; 40%+ from development/building/real estate industries

## Determine Projects

- Determine future road improvements needed due to growth
- Adopt a Road Improvement Program as an amendment to the Comprehensive Plan and incorporate into the Capital Improvement Plan and the VDOT Secondary Six Year Plan

## Determine Service Areas

- Can be county wide
- If smaller service areas, assess future road improvement needs benefiting the service areas

# Impact Fee Requirements (cont'd)

## Adopt an ordinance establishing Impact Fees

- Lists fees (usually per square foot for commercial and per unit for residential)
- Fees *calculated* at site plan or plat and *collected* at building permit

## Program Management

- Credits for off-site improvements that add capacity or for cash proffers
- Refunds for project not completed within 15 years or if estimated costs exceed actual by 15%
- Staff to track / implement
- Review every 2 years & update if needed

# Stafford County Recommendations

- Hire a consultant to ensure defensibility of final output
- Be aware that funds cannot be used to fix existing issues
- Establish a clear fee implementation date
- Utilize a single County-wide service area
  - Stafford initially had multiple areas but has subsequently switched to County-wide
- No new development is exempt but County can subsidize
  - Stafford covers the contributions associated with non-residential development and family division development and also subsidizes residential development

# Stafford County Experience

- Impact Fees effective May 21, 2014
- Capped residential fees at \$2,999 per unit
- FY2015 – FY2018:
  - Collected \$2,191,000 (927 residential units)
  - Stafford County share \$3.33M
    - \$781K (residential)
    - \$2.55M (non-residential)
- Have applied funds toward various secondary road projects:
  - Route 1/Enon Rd intersection and roadway improvement
  - Berea Church Rd improvements
  - Courthouse Rd widening
  - Brooke Rd reconstruction
  - Ferry Rd and Kings Hwy improvements

Questions?