

Laramie County Transportation Impact Fee

March 5, 2025



40-year consulting practice serving local government nationwide

- Impact fees/infrastructure financing strategies
- Fiscal/economic impact analyses
- Capital improvement planning
- Infrastructure finance/revenue enhancement
- Real estate and market feasibility



Transportation Impact Fee Study

- Impact Fee Overview
- Growth Projections
- Transportation Impact Fee Calculation

Impact Fee Overview

- One-time payment for growth-related infrastructure, generally collected at the time buildings permits are issued
- Not a tax, similar to a contractual arrangement to build infrastructure with fee revenue, with three requirements
 - **Need (system improvements, not project-level improvements)**
 - **Benefit**
 - Short range expenditures
 - Geographic service areas and/or benefit districts
 - **Proportionate**

Eligible Costs

- Facilities/improvements required to serve new development – **Yes**
- Excess capacity in existing facilities – **Yes**
- Improvements required to correct existing deficiencies – **No**
 - **Unless there is a funding plan, partially funding project with impact fees**
- Maintenance and repairs – **No**
- Operating costs – **No**
- ❖ Transportation examples:
 - ✓ **Road widening, road extensions, intersection improvements**
 - Mixed funding in some scenarios
 - × **Pothole filling, mill & overlay, other rehab of existing road, existing safety issues**

Impact Fees in Wyoming

- Coulter v. City of Rawlins (1983) upheld that municipalities could collect developer fees related to water, sewer, and park facilities
 - Establishing collection and system development fees
- Cheyenne = water & sewer system development fees, street impact fees
- Laramie = park fee in-lieu
- Rawlins = water & sewer system development fees
- Jackson = park exaction, school exaction, housing exaction, utility capacity fees

Impact Fee Overview

- Revenue collected is accounted for in a special revenue fund
- Impact fee studies are recommended to be updated every five years
 - Update prior if there is a big “game-changer”
- Revenue can be matched with other funding
 - Necessary if there is a non-growth-related share of a road project
- Capital improvement plan for roadway expansion recommended
 - Important for “benefit” test and justifying collection of revenue
- Fee revenue spent within 10 years
- Cannot charge a fee that is higher than current level of service without other revenues

Impact Fee Study Process

- Determine existing development base and projected future growth
- Determine existing levels of service and capital needs due to new growth
- Determine appropriate indicators of demand
- Evaluate methodological alternatives
- Evaluate need for credits
- Calculate fees
- Review and input from stakeholder groups
- Adoption process
 - County would be collecting the fee while issuing building permit, their ordinance

Transportation Impact Fee Study

- Impact Fee Overview
- **Growth Projections**
- Transportation Impact Fee Calculation

Base Year and Growth Projections

- Unincorporated Residential Growth
 - Based on MPO TAZ model and building permit history outside of Planning Area
- 12,000 new residents (33% increase)

Unincorporated Laramie County, WY	Base Year 2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total Increase
Population [1]	35,346	36,528	37,710	38,892	40,074	41,258	42,438	43,620	44,802	45,984	47,166	11,820
<i>Percent Increase</i>		3.3%	3.2%	3.1%	3.0%	3.0%	2.9%	2.8%	2.7%	2.6%	2.6%	33.4%
Housing Units [2]												
Single Family	14,907	15,409	15,910	16,412	16,914	17,416	17,917	18,419	18,921	19,422	19,924	5,017
Multifamily	461	472	484	495	506	518	529	540	551	563	574	113
Total	15,368	15,881	16,394	16,907	17,420	17,934	18,446	18,959	19,472	19,985	20,498	5,130

[1] Population projections are based on housing development and PPHU factors

[2] Source: Cheyenne MPO TAZ model and building permit history

Base Year and Growth Projections

- Unincorporated Employment Projections
 - Based on MPO TAZ model growth rate
- 766 new jobs (9% increase)

Unincorporated Laramie County, WY	Base Year 2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total Increase
Jobs [1]												
Retail	1,306	1,324	1,341	1,359	1,377	1,395	1,412	1,430	1,448	1,466	1,483	177
Office	1,108	1,122	1,136	1,149	1,163	1,177	1,191	1,205	1,218	1,232	1,246	138
Industrial	4,549	4,588	4,627	4,666	4,705	4,745	4,784	4,823	4,862	4,901	4,940	391
Institutional	1,309	1,315	1,321	1,327	1,333	1,339	1,345	1,350	1,356	1,362	1,368	59
Total Jobs	8,272	8,349	8,425	8,502	8,578	8,655	8,732	8,808	8,885	8,961	9,038	766
Nonresidential Floor Area (1,000 square feet) [2]												
Retail	615	623	632	640	649	657	665	674	682	690	699	84
Office	340	344	349	353	357	361	366	370	374	378	383	42
Industrial	2,898	2,923	2,948	2,972	2,997	3,022	3,047	3,072	3,097	3,122	3,147	249
Institutional	458	460	462	464	466	469	471	473	475	477	479	21
Total Floor Area	4,311	4,351	4,390	4,430	4,470	4,509	4,549	4,588	4,628	4,668	4,707	396

[1] Source: Cheyenne MPO TAZ employment projections

[2] Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)

Base Year and Growth Projections

- Trip rates by land use
 - Demand factors used in the fee schedule

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	10.05	53%	5.33
Multifamily	220	4.01	53%	2.13
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021); National Household Travel Survey, 2009

Base Year and Growth Projections

- Unincorporated Vehicle Trip Projections
 - Based on growth projections and ITE vehicle trip rates
- 29% increase over next ten years

Unincorporated Laramie County, WY	Base Year 2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total Increase
Residential Trips												
Single Family	79,402	82,076	84,745	87,419	90,092	92,766	95,435	98,109	100,783	103,451	106,125	26,723
Multifamily	980	1,003	1,029	1,052	1,075	1,101	1,124	1,148	1,171	1,197	1,220	240
Subtotal	80,382	83,079	85,773	88,471	91,168	93,867	96,559	99,256	101,954	104,648	107,345	26,963
Nonresidential Trips												
Retail	8,651	8,769	8,886	9,004	9,121	9,239	9,356	9,474	9,592	9,709	9,827	1,176
Office	1,844	1,867	1,890	1,913	1,936	1,959	1,982	2,004	2,027	2,050	2,073	230
Industrial	7,056	7,117	7,177	7,238	7,299	7,359	7,420	7,481	7,541	7,602	7,663	607
Institutional	2,467	2,478	2,489	2,501	2,512	2,523	2,534	2,545	2,556	2,568	2,579	112
Subtotal	20,018	20,230	20,443	20,655	20,867	21,080	21,292	21,505	21,717	21,929	22,142	2,124
Vehicle Trips												
Grand Total	100,400	103,309	106,216	109,125	112,035	114,947	117,851	120,761	123,671	126,577	129,487	29,087

Source: Trip Generation, Institute of Transportation Engineers, 11th Edition (2021)

Transportation Impact Fee Study

- Impact Fee Overview
- Growth Projections
- **Transportation Impact Fee Calculation**

Transportation Impact Fee Study

- Methodology
 - Incremental expansion
 - Current LOS is applied to vehicle trip increase to determine 10-year need in lane miles to serve future growth at existing LOS
 - **Unincorporated** analysis
 - Fee is planned to **not** be collected within city/towns
- Demand Factor
 - Vehicle trip rates

Transportation Impact Fee Study

- 25.25 existing arterial centerline miles
- Compared to existing vehicle trips to find current LOS

Level of Service Analysis

Arterial Centerline Miles	25.25
Unincorporated Vehicle Trips	100,400
Centerline Mile per 10,000 Veh. Trips	2.515

Transportation Impact Fee Study

- Construction cost per mile from CR 142 project
- Capital cost per trip found by combining LOS and cost factor

Laramie County, WY	2024
Total Road Cost	\$5,189,322
Total Road Length (miles)	4.9
Road Cost per Mile	\$1,059,000

Source: CR 142 reconstruction project

<i>Cost Analysis</i>	
Centerline Mile per 10,000 Veh. Trips	2.515
Construction Cost per Arterial Mile	\$1,059,000
Capital Cost per Vehicle Trip	\$266

Transportation Impact Fee Study

- At current LOS, growth results in a need for 7 new miles of arterial roadway

Infrastructure	Level of Service	Demand Unit	Cost/Unit
Arterial Centerline	2.515 miles	per 10,000 trips	\$1,059,000

Growth-Related Need for Arterial Centerline			
Year		Unincorporated Vehicle Trips	Arterial Centerline Miles
Base	2024	100,400	25.25
Year 1	2025	103,309	25.98
Year 2	2026	106,216	26.71
Year 3	2027	109,125	27.44
Year 4	2028	112,035	28.17
Year 5	2029	114,947	28.90
Year 6	2030	117,851	29.63
Year 7	2031	120,761	30.37
Year 8	2032	123,671	31.10
Year 9	2033	126,577	31.83
Year 10	2034	129,487	32.56
Ten-Year Increase		29,087	7.31
		Projected Expenditure	\$7,741,290

For adoption, we'll need identified projects of at least 7 miles to justify collection

Growth-Related Expenditures for Arterial Centerline	\$7,741,290
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Transportation Impact Fee Study

- Maximum Supportable Fee Summary

Fee Component	Cost per Veh. Trip
Roadway Capacity	\$266
Gross Total	\$266
Net Total	\$266

Housing Type	Veh. Trip per Unit	Maximum Supportable Fee
Residential (per housing unit)		
Single Family	5.33	\$1,418
Multifamily	2.13	\$567

Development Type	Veh. Trip per KSF	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Retail	14.06	\$3,740
Office	5.42	\$1,442
Industrial	2.44	\$649
Institutional	5.39	\$1,434

Transportation Impact Fee Study

- 10-Year Revenue from Max Amounts

Infrastructure Costs for Transportation Facilities

	Total Cost	Growth Cost
Roadway Capacity	\$7,741,290	\$7,741,290
Total Expenditures	\$7,741,290	\$7,741,290

Projected Revenue	\$7,714,000
Total Expenditures	\$7,741,000
Non-Impact Fee Funding	\$27,000

Projected Development Impact Fee Revenue

		Single Family \$1,418 per unit	Multifamily \$567 per unit	Retail \$3,740 per KSF	Office \$1,442 per KSF	Industrial \$649 per KSF	Institutional \$1,434 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2024	14,907	461	615	340	2,898	458
1	2025	15,409	472	623	344	2,923	460
2	2026	15,910	484	632	349	2,948	462
3	2027	16,412	495	640	353	2,972	464
4	2028	16,914	506	649	357	2,997	466
5	2029	17,416	518	657	361	3,022	469
6	2030	17,917	529	665	366	3,047	471
7	2031	18,419	540	674	370	3,072	473
8	2032	18,921	551	682	374	3,097	475
9	2033	19,422	563	690	378	3,122	477
10	2034	19,924	574	699	383	3,147	479
Ten-Year Increase		5,017	113	84	42	249	21
Projected Revenue		\$7,114,106	\$64,071	\$312,640	\$61,136	\$161,747	\$29,744

Transportation Impact Fee Study

- Comps of other road impact fees

Transportation Impact Fees	Single Family [1]	Retail per KSF
Fort Collins	\$8,106	\$11,747
Greeley	\$7,213	\$8,347
Larimer County	\$6,025	\$7,895
Windsor	\$4,459	\$5,897
Cheyenne - 2015 Report	\$2,917	\$5,455
Weld County	\$2,885	\$4,025
Severance	\$2,522	\$7,566
Loveland	\$2,346	\$6,340
Longmont	\$1,585	\$2,570
Laramie County - Maximum	\$1,418	\$3,740

[1] Note: Fee for 2,000 square foot home

Transportation Impact Fee Study

- Next Steps
 - Citizen Committee recommended exploring service areas
 - **Planning Area Scenario:** Just collect in the MPO Planning Area (exclude city)
 - **Split County Scenario:** Where are roadway expansion projects going to occur
 - Need for roadway Capital Improvement Plan (CIP)
 - Justify collection and benefit to fee payors
 - Need for benefit zones?
 - Ensures benefit of fee program

Discussion

Colin McAweeney
TischlerBise

Boise, ID | 208.515.7480 | colin@tischlerbise.com