



# PLANSOURCE

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## WilburSmith ASSOCIATES

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### **TRANSPORTATION IMPACT FEE STUDY**

The City of Pearland selected Wilbur Smith Associates to outline for the City Council and management the pros and cons of a potential road impact fee ordinance and program. WSA's study efforts were coordinated with a legal subconsultant, Olson & Olson.

At an initial staff workshop, the basic requirements and approach to impact fees in Texas were outlined. Based on staff input, WSA then contacted five other Texas cities (Allen, Flower Mound, Frisco, Garland, and Lockhart) that previously adopted road impact fees to interview key personnel about each city's experience and lessons learned.

This information was compiled into a final 15-page letter report that summarized the plusses and minuses of road impact fees and provided insights from the five comparison cities in the categories of Overall Success of Road Impact Fees, Unexpected Aspects or Things They Would Do Differently, Staff Capabilities and the Need for Consultants, Interdepartmental Coordination, Accuracy of Assumptions and Projections, and Political Aspects and Impacts on Competitiveness.



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The report also offered WSA's conclusion that Pearland has many of the "right ingredients" for proceeding with a road impact fee program (strong growth trend, ongoing roadway construction/upgrades to accommodate growth, need for new revenue sources to finance "off-site" infrastructure demands, capability and experience in already administering water/wastewater impact fees, and continued attractiveness for development even if another impact fee is implemented).

Based on the Phase 1 study findings, Pearland City Council authorized WSA to proceed with Phase 2 development of a proposed road impact fee ordinance for consideration and potential adoption. Existing traffic conditions and land uses were evaluated, as well as future developments. Then GIS was used to define service areas to appropriately disaggregate land use assumptions for fees associated with roadway upgrade and implementation of Pearland's thoroughfare plan.

A proposed ten-year Capital Improvements Plan (CIP) specifically for the Traffic Impact Fee was developed from considering current and projected demand and projected service units among other factors. The process and methods for assessing and collecting fees were developed, and a draft Traffic Impact Ordinance was prepared. Key staff on this project were Robert "Butch" Babineaux, PE, Robert Hamm, PE, David Freidenfeld, AICP, and Janis Burall, AICP.