TOWN COUNCIL MEETING
TUESDAY, SEPTEMBER 1, 2026 AT 6PM
ABITA SPRINGS TOWN HALL
22161 LEVEL ST., ABITA SPRINGS, LA 70420

Posted: August 31, 2026 5pm

CALL TO ORDER: MAYOR CURTIS
INVOCATION: ALDERMAN CONTOIS
PLEDGE OF ALLEGIANCE: ALDERMAN PATTERSON

ROLL CALL - E.J. Boudreaux, Pat Patterson, Regan Contois, Stephen Saussy, Eric Templet

FINANCIAL REPORT: JULY 2026 – Michelle Cunningham

MAYOR'S ANNOUNCEMENTS/REPORTS: 1.) Infrastructure Update 2.) CEAs/Franchise Agreement 3.) 2027 Budget Working Session – 10/6/2026 4.) Impact Fee Study 5.) Autumn in the Park

MINUTES - Accept July 21, & August 4, 2026, Town Council Meeting Minutes

NEW BUSINESS:

1.) Introduction of Instrument 2026-09-01, AN ORDINANCE AMENDING ORDINANCE 556 AN OPERATING BUDGET OF REVENUE AND EXPENDITURES FOR THE YEAR BEGINNING JANUARY 1, 2026, AND ENDING DECEMBER 31, 2026.
2.) A RESOLUTION OF THE BOARD OF ALDERMEN OF THE TOWN OF ABITA SPRINGS, LOUISIANA, AUTHORIZING THE TOWN TO OPT IN TO THE GOVERNOR'S OFFICE OF HOMELAND SECURITY AND EMERGENCY PREPAREDNESS (GOHSEP) EXPEDITED TEMPORARY HOUSING ASSISTANCE PROGRAM AND TO WAIVE CERTAIN LOCAL LAND USE REGULATIONS RELATING TO THE TEMPORARY PLACEMENT OF MOBILE HOMES, RECREATIONAL VEHICLES, AND OTHER TEMPORARY HOUSING; AUTHORIZING THE MAYOR TO EXECUTE THE REQUIRED WAIVER AND CERTIFICATION; AND PROVIDING FOR RELATED MATTERS.

OLD BUSINESS:
None

PUBLIC COMMENTS OR REPORTS
PUBLIC COMMENTS ARE LIMITED TO THREE MINUTES. BOARD MEMBERS AND STAFF MEMBERS WILL NOT ENGAGE IN DISCUSSION OF ITEMS DURING THE PUBLIC COMMENT PERIOD. INDIVIDUALS WISHING TO HAVE A MATTER CONSIDERED BY THE BOARD MAY REQUEST THAT THE ITEM BE PLACED ON A FUTURE AGENDA IN ACCORDANCE WITH APPLICABLE PROCEDURES.

MOTION TO ADJOURN

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE, PLEASE CONTACT US AT (985) 892-0711. PLEASE CONTACT TOWN HALL AT THE SAME NUMBER FOR ADDITIONAL INFORMATION REGARDING THIS AGENDA.

Town of Abita Springs, La.

TOWN CLERK
CLERK OF COURT
KATHY ARMAND

FINANCIAL CLERK
NIKI MENDOW

COUNCIL CLERK
LEANNE SCHAEFER

ATTORNEY
EDWARD DEANO

CERTIFIED BUILDING OFFICIAL
DAVID CHATELAIN

PUBLIC WORKS DIRECTOR
JOHNNY CLAY

MAYOR
GREG LEMONS

ALDERMEN
PATRICIA FLAD EDMISTON
(MAYOR PRO-TEM)
PATRICK BERRIGAN
GINA KILPATRICK HARPER
PAT PATTERSON
LESLIE BLITCH WELLIVER

UTILITY MANAGER
DEBRA MACLEAN

UTILITY CLERK II
LINDA MEEKER

PLANNING & ZONING DIRECTOR
CINDY CHATELAIN

TOWN MARSHALL
JOE CANDILORA

ORDINANCE #461

AN ORDINANCE GRANTING A FRANCHISE TO WASHINGTON ST-TAMMANY ELECTRIC COOPERATIVE, INC.("COOPERATIVE"), ITS SUCCESSORS AND ASSIGNS, FOR A PERIOD OF 12 YEARS WITH AN AUTOMATIC EXTENSION OF 10 YEARS UNDER CERTAIN CIRCUMSTANCES FOR THE CONSTRUCTION, MAINTENANCE AND OPERATION OF ELECTRIC UTILITIES, ELECTRIC GENERATNG FACILITIES AND/OR TRANSMISSION AND DISTRIBUTION SYSTEMS IN, THROUGH AND ACROSS THE TOWN OF ABITA SPRINGS, LOUISIANA ("MUNICIPALITY"), AND FOR THE USE OF THE STREETS, ALLEYS AND PUBLIC PLACES OF SAID MUNICIPALITY, IN CONNECTION THEREWITH, FOR THE GENERATION, TRANSMISSION, DISTRIBUTION AND SALE OF ELECTRIC ENERGY, FIXING THE TERMS, CONSIDERATIONS AND LIMITATIONS THEREOF AND PROVIDING FOR PAYMENT BY COOPERATIVE (ITS SUCCESSORS AND ASSIGNS) OF A SUM EQUAL TO FOUR PERCENT (4%) OF THE AMOUNTS RECEIVED BY SAID COOPERATIVE FOR THE SALE AND/OR DELIVERY OF KILOWATT HOURS OF ELECTRIC ENERGY AT RETAIL FOR RESIDENTIAL AND COMMERCIAL PURPOSES BASED ON RESIDENTIAL AND COMMERCIAL NET RATES (UNBUNDLED RATES IN THE EVENT OF DEREGULATON) BILLED FOR SERVICE WITHIN THE LIMITS OF SAID MUNICIPALITY (EXCLUSIVE OF TAXES AND ALL GOVERNMENTAL FEES AND IMPOSITIONS SHOWN ON SUCH BILLS), AS SAID LIMITS MAY NOW OR HEREAFTER LAWFULLY EXIST, AND REPEALING ALL ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED, by the governing body of the Town of Abita Springs, Louisiana, hereinafter designated as "Municipality", in regular session duly and legally convened:

SECTION 1. That Washington-St. Tammany Electric Cooperative, Inc., hereinafter designated as the "Cooperative", a Louisiana Corporation, domiciled and doing business in the State of Louisiana, its successors and assigns, be and the said Cooperative is hereby granted the right, privilege and franchise of producing (including the right to construct, maintain and operate electric power plants) and/or otherwise acquiring, transmitting, distributing and selling electricity(for light, heat, power and other purposes) to the Municipality and the inhabitants thereof, which right, privilege and franchise shall be deemed to include the right, authority and privilege to construct, maintain and operate in, along, under and upon the present and future streets, alleys, bridges and public ways and places of said Municipality, except on Public Parks or land used as sports, recreational facilities or land adjacent to Town Hall which is not a street right-of-way, lines with all necessary or desirable appurtenances (including poles, wires, conduits and apparatus) for the purpose of supplying and/or selling electricity for light, heat, power and other purposes to the said Municipality and the inhabitants thereof.

SECTION 2. That the Cooperative, its successors and assigns, shall at all times maintain its electric transmission and distribution system in a safe and good condition and shall comply with all necessary and reasonable safety regulations in the operation thereof, and shall protect and save harmless the Municipality from all claims and damages due to the Cooperative's negligence, or the Cooperative's failure to comply with any obligations of this franchise; and the Cooperative, its successors and assigns, shall extend said electric aerial transmission and distribution systems, from time to time, as may be necessary to the end that the said Municipality and the inhabitants thereof shall be afforded adequate service, commensurate with the demands therefore, as provided by law.

SECTION 3. That all changes made necessary in the Cooperative's transmission lines in connection with the improvements of streets, roads, bridges, alleys or other public places shall be made by the Cooperative, its successors or assigns, who shall likewise repair all damage to the streets, roads, bridges, alleys or other public places caused by the construction or maintenance of said transmission lines.

SECTION 4. That the Cooperative, its successors and assigns, shall have the right to formulate and publish rules and regulations under which service will be furnished subject to the approval of the legally constituted authorities having jurisdiction over such matters; which regulations may provide for the payment, on or before a specified day each month, for all service furnished for the preceding month, with right to disconnect and discontinue service to all delinquents.

SECTION 5. That this franchise and the rights, authorities and privileges herein granted are not exclusive and are granted for a period of 12 years from and after the date the ordinance becomes effective.

This franchise agreement shall be automatically renewed for an additional ten year period if and only if in the twelfth year of the initial contract period the average monthly cost of 1500 Kilowatts of electricity charged by the Cooperative to its residential customers in the franchise area governed by this Agreement does not exceed by 15% that charged by other regulated electric utility providers within the franchise area (corporate limits) of the Municipality, as shown by the rates published by the Louisiana Public Service Commission.

SECTION 6. In consideration of the grant of this franchise:

(a) The Cooperative agrees to pay the Municipality during the effective period or this franchise, a sum of money equal to four percent (4%) of the amounts received by the Cooperative for the sale and delivery of Kilowatt hours of electric energy at retail for residential and commercial purposes based on residential and commercial net rates approved by the Louisiana Public Service Commission billed for service within the limits of said Municipality, exclusive of taxes and all governmental fees and impositions shown on such bills. It is understood and agreed that no payment shall be due to the Municipality by the Cooperative on amounts received from the following classifications of sales and service:

(1) Sales or distribution of electricity for resale
(2) Sales or distribution of electricity to the Municipality and to other public authorities, including, but not limited to, the United States of America, the State of Louisiana and its political subdivisions, including parishes and other municipalities , and all divisions and agencies of any of the foregoing.
(3) Sales or distribution of electricity to industrial customers who are identified as those who engage in the business of working raw materials into wares suitable for use or which gives new shapes, qualities, or combinations to matter which already has gone through some artificial process and who are billed on or the equivalent of rate schedules LP3 or LP4 on file with the Louisiana Public Service Commission or any rate schedules amending or superseding those rate schedules or any rate schedules filed with the Louisiana Public Service Commission having application to industrial use. The period for which the amount payable under this Section shall be computed will commence when this ordinance becomes effective, and the amount shall be paid quarterly, the quarterly periods being fixed on a calendar year basis, and the payments on a quarterly basis shall be made not later than thirty (30) days after the end of each quarter, that is, on or before April 30, July 30, October 30 and January 30 of each calendar year, and on the payment date the Cooperative shall furnish to the Municipality a statement showing the total of such amounts received by the Cooperative for the preceding quarterly period to which payments for four percent (4%) is applicable. The payments herein provided to be made by the Cooperative to the Municipality will be reduced in an amount equal to the sum of any new or increased taxes of any nature whatsoever levied by the Municipality and payable by the Cooperative, subsequent to the date of this ordinance (except uniform ad valorem taxes, that is, any uniform taxes based on property values).

(b) The Cooperative shall be obligated during the term of this franchise to furnish, operate and maintain a system for lighting the streets of the

Municipality, and to furnish electric energy for other requirements of the Municipality for facilities owned and operated by the Municipality, all at costs to the Municipality, as agreed upon by the Municipality and the Cooperative under contracts to be entered into hereafter; provided, however, that the validity of this franchise shall not in any way be contingent upon the existence or validity of any such contracts.

(c) The Cooperative agrees that in the event of a power outage that it will make a good faith effort to provide that those municipal facilities of special interest to the municipality, as specified by the Mayor or his designee, are part of their high priority electric service restoration protocol.

SECTION 7. Notwithstanding any other provisions of this Ordinance to the contrary, including without limitation, Section 6 hereof, in the event that all three of the following conditions are met; (1) deregulation of the electric utility industry in Louisiana as the result of any applicable law or any order, rule or regulation of the Louisiana Public Service Commission or any regulatory body having jurisdiction over the Cooperative; and (2) Cooperative, including any subsidiary ceased to generate electric energy as a regulated electric public utility for sale to the public; and (3) Cooperative distributes Kilowatt hours of electric energy to customers in the Municipality which has been generated by Cooperative or others, then the provisions of Sections 6, paragraph (a), subparagraphs (1)-(3) hereof, shall no longer apply, and in the event, Cooperative shall thereafter pay to Municipality, four percent (4%) of only those amounts received by Cooperative from its customers solely for the distribution of Kilowatt hours of electric energy to its customers located within the Municipality, based on residential and commercial net rates approved by the Louisiana Public Service Commission, exclusive of taxes and all government fees and impositions shown on the bills for such service; and, without limitation of the foregoing, there shall be excluded from those amounts: (a) all charges made to said customers by the party who generated and/or supplied and/or sold said Kilowatt hours of electric energy which was distributed to said customers by Cooperative; (b) all charges made by Cooperative to any customer for Kilowatt hours of electric energy purchased by Cooperative from an electric generator or supplier because such customer had not purchased electric energy from an electric generator or supplier; and (c) all charges and amounts received by Cooperative from customers on behalf of any electric generator or supplier for the sale of Kilowatt hours of electric energy to said customer by said electric generator or supplier; it being the intention of this provision that the four percent (4%) payment provided for in Section 6 shall apply only to amounts received by Cooperative solely for the distribution of Kilowatt hours of electric energy to said customer in the Municipality and not to amounts received by Cooperative from the sale of Kilowatt hours of electric energy to said customers by anyone, including Cooperative; and the paragraph following subparagraph (3) of paragraph (a) of Section 6 shall be considered modified to reflect the foregoing.

SECTION 8. Notwithstanding any other provisions of this Ordinance to the contrary including without limitation, Section 7, in the event that either of the following conditions are met:

Condition One: The Municipality is authorized by statute to enact a tax on the sale of electricity to customers located within the limits of the Municipality (the "Municipality Tax"); or

Condition Two: Cooperative is required, either contractually or through legislation, or the lawful action of any regulatory agency with jurisdiction over Cooperative, to collect from customers located within the Municipality, as a pass-through expense on behalf of another energy provider who has a contract with the Municipality to provide service to residents of the Municipality ("Other Provider"), a fee owed by the Other Provider to the Municipality (the "Other Energy Fee"), and the Other Provider does not bill the customers located within the Municipality for any services;

then even in the instance that all three requirements set out in Section 7 herein are met:

to-wit:

1) Deregulation of the electric utility industry in Louisiana as a result of any applicable law or any order, rule or regulation of the Louisiana Public Service Commission or any regulatory body having jurisdiction over the Cooperative;

And

2) Cooperative, including any subsidiary, ceases to generate electric energy as a regulated electric public utility for sale to the public; and
3) Cooperative distributes Kilowatt hours of electric energy to customers in the Municipality which has been generated by Cooperative or others;

If Condition One is met, the Cooperative shall collect, on behalf of the Municipality, from all of the Cooperative's customers located within the limits of the Municipality and remit to the Municipality those amounts paid by customers as the Municipality Tax; and if Condition Two is met, the Cooperative shall bill to all of Cooperative's customers located within the limits of the Municipality and remit to the Municipality if paid, the Other Energy Fee.

The Municipality shall fully defend, protect, indemnify and hold harmless the Cooperative and its employees from and against each and every claim, demand or cause of action including those arising out of contract or tort and any liability, cost, and expense (including attorneys' fees and other costs incurred in the defense of the Cooperative and/or its employees), for damage or loss in connection therewith, which may be made or asserted by the Municipality, its employees or agents, customers, or any third parties, arising out of the Cooperative's collection of the Municipality Tax or the Other Energy Fee. Additionally, any amounts paid by residents of the Municipality shall first be applied to charges by the Cooperative. In no event will Cooperative be responsible for payment to Municipality of the Other Energy Fee unless the Cooperative receives the Other Energy Fee from its customers. Likewise, in no event will Cooperative be responsible for initiating any collection efforts with respect to the Other Energy Fee.

SECTION 9. That all of the franchise rights and obligations created hereunder shall be applicable to sales and/or distribution of electric energy by the Cooperative within the corporate limits of the Municipality as same may now or hereafter lawfully exist. The Municipality shall provide to the Cooperative in writing a legal description of said corporate limits as of the effective date of this franchise within six months, and shall immediately provide to the Cooperative in writing all changes therein. All obligations of the Cooperative under Sections 6 and 7 of this franchise shall be based upon the last designation of the corporate limits made by the Municipality to the Cooperative pursuant to this Section.

SECTION 10. The Cooperative's rights to connect additional customers shall terminate should the Municipality itself generate and/or distribute electricity, and the Municipality shall then have the right to purchase any electrical facilities of the Cooperative within the limits of the Municipality, except electrical transmission facilities, at a price of replacement cost less depreciation to the Cooperative of those facilities purchased; provided, however, that should the Municipality having undertaken generation and/or distribution of electricity as above set forth, thereafter abandon, in whole or in part, such generation and/or distribution, then the Cooperative shall have the exclusive option to repurchase all such electrical facilities previously sold to the Municipality and no longer required by the Municipality for generation and/or distribution at replacement cost less depreciation of the Municipality of such facilities; the option herein granted shall lapse and be of no force or effect if not exercised by the Cooperative within ninety days of the receipt of it of written notice of the Municipality's intention to abandon generation and/or distribution as above set forth; the option herein granted may be exercised within such ninety day period by the Cooperative's delivering to the Municipality, through its Mayor, written notice of the Cooperative's intention to exercise the option.

SECTION 11. That all ordinances or parts of ordinances contrary to or in conflict with the provisions of this ordinance are and the same are hereby repealed, and this ordinance shall take effect from and after its promulgation in full and its acceptance in writing by the Cooperative for itself, its successors and assigns.

This ordinance was moved for introduction by Alderman Patterson, seconded by Alderman Blitch Welliver, on this 21st day of October, 2014.

Upon a motion of Alderman Flad Edmiston, seconded by Alderman Berrigan, the ordinance was adopted, by the following vote:

WHEREUPON this ordinance was submitted to a vote and resulted in the following:

YEAS: 3 Aldermen Berrigan, Flad Edmiston, and Kilpatrick-Harper

NAYS: 0

ABSENT: 2 Aldermen Blitch Welliver and Patterson

ABSTAIN: 0

The foregoing ordinance was thereupon declared adopted by the Mayor and was approved and signed by him on the 19th day of November, 2014 and ordered published.

Kathy Armand, Town Clerk

Greg Lemons, Mayor

ACCEPTED:
WASHINGTON-ST. TAMMANY ELECTRIC COOPERATIVE, INC.

By:
Charles Hill
General Manager/CEO

Date: 11/26/2014

WASHINGTON-ST.TAMMANY-Schedule A-5		250 Kwh	500 Kwh	750 Kwh	1,000 Kwh	1,250 Kwh	1,500 Kwh	1,750 Kwh	2,000 Kwh	3,000 Kwh	4,000 Kwh	5,000 Kwh
Energy Charge	*	12.81	25.62	38.42	51.23	63.70	74.81	85.92	97.03	141.47	185.91	230.35
Monthly Service Charge	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
Franchise Fee Credit Adjustment Rider	-0.00018	(0.05)	(0.09)	(0.14)	(0.18)	(0.23)	(0.27)	(0.32)	(0.36)	(0.54)	(0.72)	(0.90)
Subtotal		24.76	37.53	50.29	63.05	75.47	86.54	97.60	108.67	152.93	197.19	241.45
Formula Rate Plan Adjustment	8.77%	2.17	3.29	4.41	5.53	6.62	7.59	8.56	9.53	13.41	17.29	21.17
Right of Way Pilot Rider	0.001205	0.30	0.60	0.90	1.21	1.51	1.81	2.11	2.41	3.62	4.82	6.03
Power Cost Adjustment	0.05079	12.70	25.40	38.09	50.79	63.49	76.19	88.88	101.58	152.37	203.16	253.95
Total		39.93	66.81	93.69	120.57	147.09	172.12	197.15	222.19	322.32	422.46	522.60

*-Energy Charge varies with kwh usage: First 1,200 kwh: $.05123/kwh, Above 1,200 kwh: $.04444/kwh

Ratepayers located in municipalities of Franklinton, Angie, Slidell, Abita Springs, Folsom, Pearl River, and Sun are charged a Franchise Fee Charge Rider.

Refer to tariff for Franchise Fee Charge Rider for a particular municipality

CLECO-Schedule RS		250 Kwh	500 Kwh	750 Kwh	1,000 Kwh	1,250 Kwh	1,500 Kwh	1,750 Kwh	2,000 Kwh	3,000 Kwh	4,000 Kwh	5,000 Kwh
Energy Charge	*	20.58	41.15	61.73	82.30	106.99	131.68	161.31	190.94	309.45	427.96	546.47
Monthly Customer Charge	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
Rate Schedule IICR	0.00642	1.61	3.21	4.82	6.42	8.03	9.63	11.24	12.84	19.26	25.68	32.10
Rate Schedule EE	0.00315	0.79	1.58	2.36	3.15	3.94	4.73	5.51	6.30	9.45	12.60	15.75
Rate Schedule SRCA	**	2.72	3.45	4.17	4.89	5.61	6.34	7.06	7.78	10.67	13.56	16.45
TCJA Bill Credit	***	(0.21)	(0.41)	(0.62)	(0.82)	(0.99)	(1.16)	(1.33)	(1.51)	(2.19)	(2.88)	(3.56)
Surcredit Adjustment	-0.00098	(0.25)	(0.49)	(0.74)	(0.98)	(1.23)	(1.47)	(1.72)	(1.96)	(2.94)	(3.92)	(4.90)
Energy Transition Charge Adjustment	****	2.47	2.95	3.42	3.89	4.36	4.84	5.31	5.78	7.67	9.56	11.45
Energy Transition Surcredit Adjustment	-0.00055	(0.14)	(0.28)	(0.41)	(0.55)	(0.69)	(0.83)	(0.96)	(1.10)	(1.65)	(2.20)	(2.75)
Grid Resilience Cost Recovery Rider	0.00037	0.09	0.19	0.28	0.37	0.46	0.56	0.65	0.74	1.11	1.48	1.85
Dolet Hills Refund	-0.00778	(1.95)	(3.89)	(5.84)	(7.78)	(9.73)	(11.67)	(13.62)	(15.56)	(23.34)	(31.12)	(38.90)
Fuel Adjustment Clause	0.03750	9.38	18.75	28.13	37.50	46.88	56.25	65.63	75.00	112.50	150.00	187.50
Environmental Adjustment Clause	0.00107	0.27	0.54	0.80	1.07	1.34	1.61	1.87	2.14	3.21	4.28	5.35
Total		47.36	78.73	110.09	141.46	176.97	212.48	252.94	293.39	455.19	617.00	778.80

Energy Charge $.08230/kwh - November through April

*-Energy Charge varies with kwh usage: First 1,000 kwh: $.08230/kwh, 1001-1500 kwh: .09875/kwh, Above 1501: $0.11851/kwh- May through October

**- SRCA: $2.00 per month + $0.00289/kwh

***-TJCA Bill Credit: First 1,000 kwh: -$0.000824/kwh, 1001 kwh and above: -$0.000686/kwh

****- ETCA: $2.00 per month + $0.00189/kwh

Impact Fee Update Study

Transportation & Drainage Impact Fee Report

St. Tammany Parish, Louisiana

2025

Prepared by Villavaso & Associates, LLC

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Executive Summary

The purpose of the *2025 St. Tammany Parish Impact Fee Update Study* is to provide a review and update of the Parish Transportation and Drainage Impact Fees. St. Tammany Parish originally adopted an impact fee ordinance in 2005 and the last update occurred in 2012. The update ensures the impact fees remain proportionate to the transportation and drainage infrastructure demands created by new development.

The *2025 Update Study* utilizes the same overall methodology as the last impact fee update in 2012. To provide a more comprehensive review the service area for drainage and transportation is defined as the entire Parish, and all collected data is Parish wide.

Key findings indicate that both transportation and drainage infrastructure systems are experiencing continued growth and rising costs, while outside funding sources decline. For both drainage and transportation impact fee calculations lead to an increase in residential impact fees from 2012. Most commercial land uses impact fees also increase except for Commercial/Institutional and Industrial drainage fees, and Warehouse fees. Tables 1 and 2 compare the recommended impact fees based on the 2025 Update Study with the 2005 and current impact fees.

The full report provides an impact fee overview, methodology, and complete findings.

Table 1. Drainage Impact Fee Schedules

Land Use	Unit	2005 Impact Fee	2012 Impact Fee (Current)	2025 Impact Fee (Recommended)	% Change (2012-2025)
Single-Family Detached	Dwelling	$1,609	$1,114	$1,199	8%
Multi-Family	Dwelling	$585	$441	$523	19%
Mobile Home	Pad	$573	$622	$665	7%
Commercial/Institutional	1,000 sq ft	$1,170	$720	$468	-35%
Industrial	1,000 sq ft	$878	$540	$468	-13%

Table 2. Transportation Impact Fee Schedules

Land Use	Unit	2005 Impact Fee	2012 Impact Fee (Current)	2025 Impact Fee (Recommended)	% Change (2012-2025)
Single-Family Detached	Dwelling	$1,468	$1,077	$1,588	47%
Multi-Family	Dwelling	$902	$598	$862	44%
Mobile Home Park	Pad	n/a	$361		
Retail/Commercial	1,000 sq ft	$1,833	$1,681	$2,375	41%
Office	1,000 sq ft	$2,173	$2,078	$3,776	82%
Public/Institutional	1,000 sq ft	$2,173	$545	$1,115	105%
Warehouse	1,000 sq ft	$687	$444	$353	-20%
Mini-Warehouse	1,000 sq ft	$233	$201		
Manufacturing	1,000 sq ft	$1,254	$1,030		

I. Introduction

The purpose of the St. Tammany Parish Impact Fee Update Study is to recommend updates to the existing Drainage and Transportation Impact Fee structure for St. Tammany.

Impact Fee Overview

Impact fees are payments required by local governments for new residential or commercial buildings to offset the impact of growth on public infrastructure. An impact fee ordinance intends to ensure new development contributes a proportionate amount towards the cost of infrastructure.

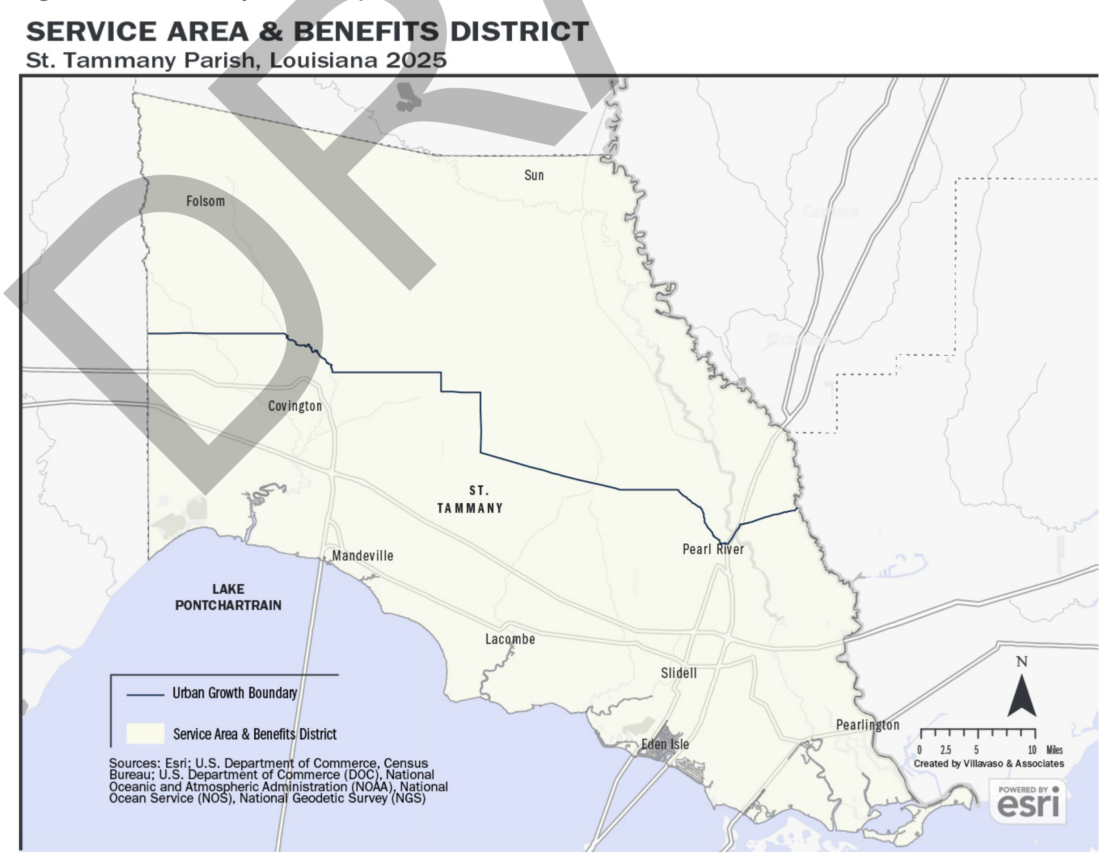
Two primary components define an impact fee system: the service area (or assessment district) and the benefit district.

+ The **service area** is the geographic area within which impact fees are collected.
+ The **benefits district** is the area where the collected fees are spent.

The impact fee schedule is calculated using a standard formula based on objective data. Assessed fees are collected at the time of Final Plat Approval or issuance of a building permit. Revenue generated by the fees is held in a separate impact fee account and can only be used on projects in the benefits area.

In 2012, St. Tammany Parish reduced the impact fee service area from the entire Parish to the Urban Growth Area. Under the current ordinance, impact fees apply to residential developments located outside the Urban Growth Area when density is two dwelling units per acre or more and approval is required as a major subdivision (ST. TAMMANY PARISH, LA., CODE OF ORDINANCES sect. 2-009.00, IV, 2013). To create greater consistency between the impact fee update study and the ordinance, the Parish set a parish-wide geographic area for the service area and benefit district. Figure 1. shows the impact fee service area and benefits district.

Figure 1. St. Tammany Parish Impact Fee Service Area & Benefits District



LEGAL FRAMEWORK

Impact fees provide local governments with a tool to ensure infrastructure capacity keeps pace with anticipated growth. It is necessary to understand the legal framework around land use regulations and impact fees to uphold an impact fee ordinance.

U.S. Constitution

As with other land use regulations, development exactions, including impact fees, are subject to the Fifth Amendment prohibition on taking private property for public use without just compensation. Courts at both the state and federal level have recognized that impact fees are a legitimate form of land use regulation, provided they meet established legal standards that protect against takings.

To comply with the Fifth Amendment, development regulations must substantially advance a legitimate governmental interest. For impact fees, that interest is in the protection of public health, safety, and welfare by ensuring that development does not compromise the quality of essential public services.

Louisiana Constitution

State constitutions may authorize impact fees either through explicit enabling legislation or by implication from more general grants of authority. Louisiana does not have statewide enabling legislation for impact fees. Instead, the Louisiana Constitution of 1974 provides implied authority through Article VI, Section 5, which states:

> *A Home Rule charter adopted under Art. VI, Sec 5 can provide for the structure and organization, powers, and functions of the government of the local governmental subdivision, which may include the exercise of any power and performance of any function necessary, requisite, or proper for the management of its affairs, not denied by general law or inconsistent with the constitution.*

Further authority is provided in the Louisiana Revised Statutes (RS) Title 33: Municipalities and Parishes which establishes the legal basis for the use of impact fees.

RATIONAL NEXUS STANDARD

In addition to constitutional recognition of impact fees, the courts established guidelines for determining the validity of an impact fee system using the “rational nexus” standard. The “rational nexus” standard is a two-part legal test that requires a clear and reasonable connection between new development and the infrastructure improvements funded by impact fees, and that the fee imposed is proportionate to the impact of new development on the service area.

The “rational nexus” test has two components: the need test and the benefit test.

+ **Need Test** – Local governments must demonstrate that new development creates the need for expanded infrastructure.
+ **Benefit Test** – Governments must prove that individuals subject to the fee receive a benefit from the infrastructure improvements financed by the fee revenue.

To have a legally valid impact fee system, both prongs must be met.

St. Tammany Parish Impact Fees

St. Tammany Parish first introduced the concept of an impact fee program in 2004 with the completion of an Impact Fee Feasibility Study by the city planning firm Duncan Associates. Following the feasibility study, Duncan Associates developed implementation plans for both transportation and drainage impact fees.

In January 2005, St. Tammany Parish adopted its first impact fee ordinance, which formally established transportation and drainage impact fees. The ordinance requires periodic reviews of impact fee levels to evaluate changes in population, development patterns, and land use characteristics. These reviews ensure the fees remain proportionate to the impacts created by new development. Duncan Associates completed the first review in 2012 and recommended an overall decrease in the drainage and transportation impact fee structure.

Table 3 highlights the adopted transportation and drainage impact fee schedules for 2005 and 2012. Since 2020, collected impact fees in St. Tammany Parish contributed approximately $21 million towards drainage and transportation improvement projects (St. Tammany Parish Department of Finance, 2025).

In 2024, St. Tammany Parish contracted with Villavaso & Associates to update the 2012 impact fee studies and ensure compliance with the periodic review requirement. While population growth has slowed since the 1990s, the continued population increase in unincorporated St. Tammany provides additional rationale for an update at this time (see Table 4).

The following chapters of this report present an overview of the methodology, a summary of the findings for transportation and drainage impact fees, and a recommended fee structure.

Table 3. Transportation and Drainage Impact Fees

Transportation Impact Fee Schedule, 2005 & 2012

Land Use	Unit	2005 Impact Fee	2012 (Current) Impact Fee
Single-Family	Dwelling	$1,468	$1,077
Multi-Family	Dwelling	$902	$598
Mobile Home Park	Pad	n/a	$361
Retail/Commercial	1,000 sq ft	$1,833	$1,681
Office	1,000 sq ft	$2,173	$2,078
Public/Institutional	1,000 sq ft	$2,173	$545
Manufacturing	1,000 sq ft	$1,254	$1,030
Warehouse	1,000 sq ft	$687	$444
Mini-Warehouse	1,000 sq ft	$233	$201

Drainage Impact Fee Schedule, 2005 & 2012

Land Use	Unit	2005 Impact Fee	2012 (Current) Impact Fee
Single-Family	Dwelling	$1,609	$1,114
Multi-Family	Dwelling	$585	$441
Mobile Home Park	Pad	$573	$622
Commercial/Institutional	1,000 sq ft	$1,170	$720
Industrial	1,000 sq ft	$878	$540

Source: Duncan Associates. (2012). Drainage Impact Fee Study for St. Tammany Parish, Louisiana

Table 4. St. Tammany Parish Population

Year	Population Totals	Time Frame	Percent Change
1990	101,250		
2000	141,179	1990 - 2000	39.4%
2010	179,542	2000 - 2010	22.2%
2020	203,826	2010 - 2020	13.2%

Source: U.S. Census Bureau, Decennial Census

II. Methodology

The following section describes the methodology and defines the components used to calculate the updated impact fee schedule. While the transportation and drainage models share similar concepts, there are differences in the formulas applied. The chapter explains both methodologies to provide a clear understanding of impact fee assessment.

DRAINAGE IMPACT FEE

Service Unit

For a drainage impact fee, the baseline unit of measurement is square feet of impervious cover. Impervious cover refers to any surface area that prevents rainwater from soaking into the ground, instead directing runoff into the drainage system or nearby water bodies. Examples include roofs, driveways, parking lots, roads, and sidewalks.

Currently, St. Tammany Parish assesses drainage impact fees by building unit and does not include parking lots or driveways. To maintain consistency between revenue collection and expenditure, the average impervious surface calculation is based on estimated building square footage by land use type.

Impact Fee Model

As development increases—adding more homes, commercial structures, parking lots, and roadways—the amount of impervious surface also increases. This reduces the land available to absorb storm water runoff and places greater strain on the drainage system. Without adequate drainage infrastructure, the Parish faces significant challenges, including increased flooding.

The drainage impact fee formula calculates the anticipated impervious surface generated by new development and divides it by the cost of necessary drainage improvements at build-out.

In the *2012 Drainage Impact Fee Study*, impervious surface estimates and associated costs were based on drainage master plans for two areas of the Parish. Since comparable drainage master plans are not currently available, the 2025 update shifts methodology to rely on parish-wide data for both impervious surface calculations and drainage improvement cost estimates.

The following is the recommended drainage impact fee formula:

DRAINAGE IMPACT FEE = IMP SF X NET COST/IMP SF

The Drainage Impact Fee components are highlighted in Figure 2.

Figure 2. Drainage Impact Fee Formula

Drainage Impact Fee = IMP SF x NET COST/IMP SF

IMP SF
The square feet of impervious cover generated by development

NET COST/IMP SF = COST/IMP SF - CREDIT/IMP SF

COST/IMP SF
Cost per square foot of impervious cover

CREDIT/IMP SF
Revenue credit per square foot of impervious cover

TRANSPORTATION IMPACT FEE

Service Unit

The service unit in an impact fee formula is the baseline unit of measurement used to calculate costs proportionately to the demand created by new development. For transportation impact fees, the most common service unit is vehicle-miles of travel (VMT).

Because a significant share of St. Tammany residents commute by car, peak-hour congestion and impacts to the major roadway system are a key concern. For this reason, the most appropriate service unit for the Parish is PM peak-hour vehicle miles traveled. Afternoon traffic is generally heavier than morning congestion, making it a better measure of system demand. This service unit is consistent with the methodology used in both the 2004 and 2012 impact fee studies.

Impact Fee Model

The transportation impact fee methodology is based on a consumption-based model. This model calculates:

+ The vehicle-miles of travel (VMT) generated by new development, and
+ The net cost of constructing an additional vehicle-mile of capacity (VMC).

The model measures the system-wide level of service as the ratio of roadway capacity to travel demand. The cost per VMT is then adjusted using the VMC/VMT ratio to accurately reflect the cost of maintaining the desired service level across the Parish's transportation system.

To estimate VMT and average trip lengths, the model uses the major roadway system for St. Tammany Parish. The Parish Department of Engineering provided the most recent roadway inventory for this analysis. This methodology aligns with previous impact fee studies.

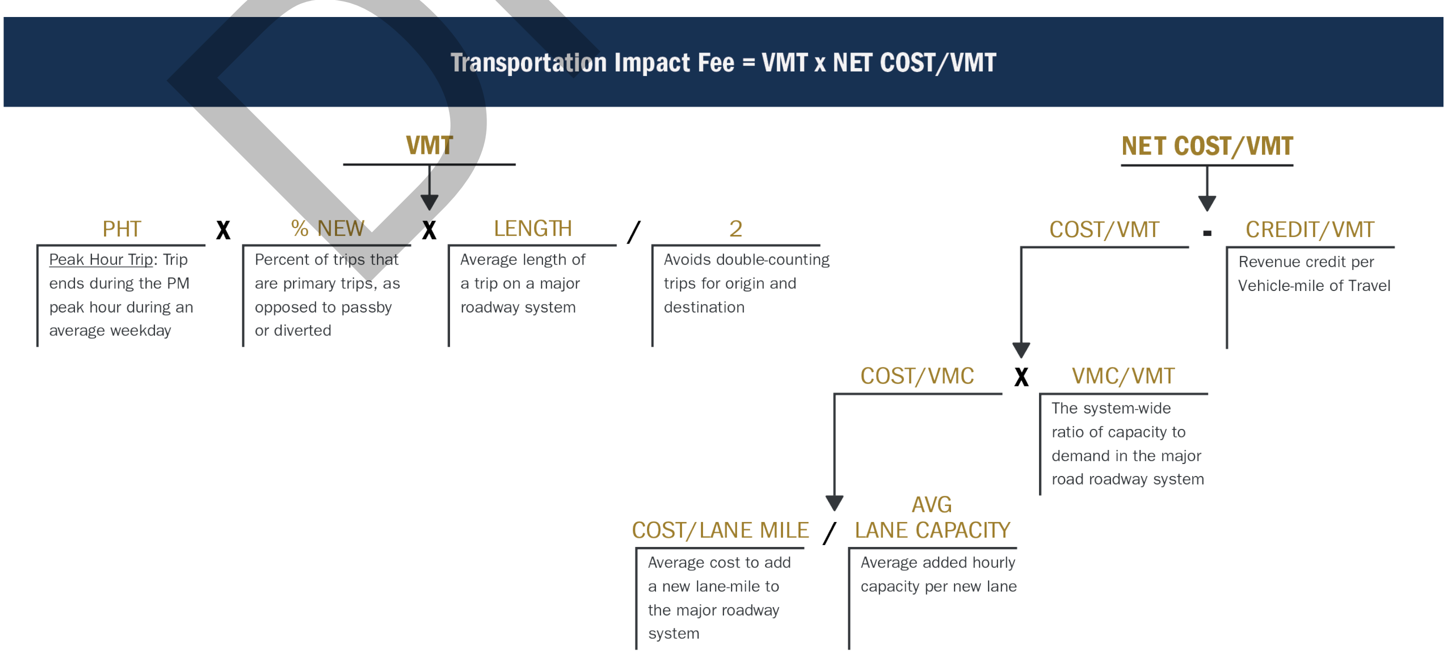
For consistency and comparability, the 2024 update applies the same formula used in the 2004 and 2012 studies.

The transportation impact fee formula is the following:

$$\text{TRANSPORTATION IMPACT FEE} = \text{VMT X NET COST/VMT}$$

Figure 3 identifies the components of the Transportation Impact Fee formula.

Figure 3. Transportation Impact Fee Formula



III. Findings

DRAINAGE IMPACT FEE SCHEDULE

The 2012 drainage impact fee study relied on drainage master plans for two subareas of the Parish to represent drainage conditions for the service area and to develop the fee schedule. For the current update, however, drainage master plans were not available. Instead, Villavaso & Associates based calculations on parish-wide data, providing a more complete and representative view of existing conditions and costs.

Table 5 summarizes the total impervious SQ Ft per unit, the Net Cost per Sq Ft, and the recommended drainage impact fee. Updates include increases for all residential land use categories and a decrease for non-residential uses. A comparison of the recommended fees with current and past fee levels is presented in Table 6.

The primary inputs in the drainage impact fee formula are square feet of impervious cover and net costs for drainage improvement.

Impervious Surface

The primary service unit for the drainage impact fee is square feet of impervious cover. Table 7 (page 9) compares the average impervious square footage per unit in 2012 and 2025 by land use type.

For residential uses, the unit is the dwelling, and impervious surface is calculated as the average building square footage for dwellings in the Parish. For non-residential uses, the unit is 1,000 square feet of building area. Because fees are charged per unit, the calculation includes building square footage but excludes additional impervious area from parking lots and driveways.

Table 5. Updated Drainage Impact Fee

Land Use	Unit	Total Impervious Sq Ft/Unit	Net Cost/ VMT	Net Cost/ Unit
Single-Family Detached	Dwelling	2,562	$0.47	$1,199
Multi-Family	Dwelling	1,117	$0.47	$523
Mobile Home	Pad	1,420	$0.47	$665
Commercial/Institutional	1,000 sq ft	1,000	$0.47	$468
Industrial	1,000 sq ft	1,000	$0.47	$468

Table 6. Drainage Impact Fee Schedules

Land Use	Unit	2005 Impact Fee	2012 Impact Fee (Current)	2025 Impact Fee (Recommended)	% Change (2012-2025)
Single-Family Detached	Dwelling	$1,609	$1,114	$1,199	8%
Multi-Family	Dwelling	$585	$441	$523	19%
Mobile Home	Pad	$573	$622	$665	7%
Commercial/Institutional	1,000 sq ft	$1,170	$720	$468	-35%
Industrial	1,000 sq ft	$878	$540	$468	-13%

Net Drainage Costs

The drainage impact fee formula applies a ratio of drainage improvement costs to future impervious surface. Table 8 compares the Net Cost per Square Foot of impervious cover between 2012 and 2025.

The differences between the two studies reflect changes in data sources and cost estimates:

+ The 2012 study relied on the South Central Study Area Drainage Master Plan.
+ The 2025 update uses parish-wide land use data and drainage costs.

Similar to the transportation impact fee calculation, the drainage impact fee calculation accounts for federal and state grants as well as sales tax revenue.

Table 9 shows the Net Drainage Cost per Square Foot of Impervious Cover after credits are applied.

The Parish's impact fee ordinance also provides a Fee-in-Lieu of Detention credit for developments that include on-site storm water detention facilities. The Fee-in-Lieu credit per square foot of impervious cover remains unchanged from 2012 to 2025 and is incorporated into the net cost calculation.

Table 7. Average Impervious Square Foot per Unit

		Total Impervious Sq Ft/Unit	
Land Use	**Unit**	**2012**	**2025**
Single-Family Detached	Dwelling	2,476	2,562
Multi-Family	Dwelling	980	1,117
Mobile Home	Pad	1,383	1,420
Commercial/Institutional	1,000 Ss Ft	1,000	1,000
Industrial	1,000 Sq Ft	1,000	1,000

Source: Single Family Residential & Mobile Home - St. Tammany Parish Department of Planning & Development; Multi-Family Residential - Survey of Construction 2023, HUD

Table 8. Cost per Square Foot of Impervious Cover

	2012	2025
Regional Drainage Improvement Cost	$9,827,709	$113,605,000
/ Acres of Future Impervious Cover	215.37	2,152.44
= Cost Per Acre of Impervious Cover	$45,631.75	$52,779.52
/ Square Feet per Acre	43,560	43,560
= Cost per Sq Ft of Impervious Cover	$1.05	$1.21

Source: St. Tammany Parish Department of Engineering. (2024). *Capital Improvement Plan for Roads and Drainage Supplement FY 2025 - 2029.*

Table 9. Credits for Grants and Sales Tax Revenue

	2012	2025
Cost per Sq Ft of Impervious Cover	$1.05	$1.21
- Grant Funding Credit	$0.11	$0.10
- Fee-in-Lieu Credit	$0.58	$0.58
- Sales Tax Credit	$0	$0.07
= Net Cost per Sq Ft of Impervious Cover	$0.36	$0.47

Source: St. Tammany Parish Department of Finance

TRANSPORTATION IMPACT FEE

The calculation of the consumption-based transportation impact fee formula resulted in an increase in Net Cost/Unit for most land use categories. Table 10 presents the updated VMT per Unit, Net Cost per VMT, and recommended transportation impact fee. A comparison of the recommended transportation impact fee with the current and past fee schedule is in Table 11.

Several data components contributed to the shift in the recommended impact fee. The following section highlights key factors in the transportation impact fee formula.

LAND USE CATEGORIES

In the 2024 transportation impact fee update, several land use categories were consolidated based on data availability:

+ Mobile Homes are now included in the Single-Family Detached category.
+ Warehouse, Manufacturing, and Mini-Warehouse categories were combined into a single Industrial/Warehouse category.

Table 10. Updated Transportation Impact Fee

Land Use	Unit	PkHr VMT/ Unit	Net Cost/ VMT	Net Cost/ Unit
Single-Family Detached	Dwelling	2.18	$727	$1,588
Multi-Family	Dwelling	1.19	$727	$862
Commercial	1,000 sq ft	3.27	$727	$2,375
Office	1,000 sq ft	5.19	$727	$3,776
Public/Institutional	1,000 sq ft	1.53	$727	$1,115
Industrial/Warehouse	1,000 sq ft	0.49	$727	$353

Table 11. Transportation Impact Fee Schedules

Land Use	Unit	2005 Impact Fee	2012 Impact Fee (Current)	2025 Impact Fee (Recommended)	% Change (2012-2025)
Single-Family Detached	Dwelling	$1,468	$1,077	$1,588	47%
Multi-Family	Dwelling	$902	$598	$862	44%
Mobile Home Park	Pad	n/a	$361		
Retail/Commercial	1,000 sq ft	$1,833	$1,681	$2,375	41%
Office	1,000 sq ft	$2,173	$2,078	$3,776	82%
Public/Institutional	1,000 sq ft	$2,173	$545	$1,115	105%
Warehouse	1,000 sq ft	$687	$444	$353	-20%
Mini-Warehouse	1,000 sq ft	$233	$201		
Manufacturing	1,000 sq ft	$1,254	$1,030		

Peak Hours Vehicle-Miles of Travel

Between the 2012 study and 2024, the estimated Peak-Hour Vehicle-Miles of Travel (PM VMT) in St. Tammany Parish nearly doubled. To calculate the Pk Hr VMT, Villavaso & Associates reviewed traffic counts from the major roadway system. While data was available for many roads, some lacked traffic counts. For these, volumes estimates are at approximately three-quarters of the volume on comparable roads with data. In 2024, the estimated total Peak Hour Vehicle-Miles of travel for the Parish was 520,462. Table 12 compares the Peak Hour Vehicle-Miles of Travel in 2012 and 2024.

The transportation impact fee methodology also allocates PM VMT by land use category using one-way peak-hour trip rates, the percentage of primary trips, and average trip lengths. As shown in Table 13 the Pk Hr VMT increased for almost all categories.

Table 12. Peak Hour Vehicle-Miles of Travel

	2012	2024
Lane Miles with Counts	589	785
Observed VMT	236,171	467,144
3/4 Avg Pk Hr Traffic	301	446
Lane Miles without Counts	194	119
Estimated VMT	48,790	53,318
Peak Hr VMT all major roads	284,961	520,462

Source: LA Department Of Transportation & Development. (2025). *Traffic Counts (TCDS)*. dotd.la.gov. https://ladotd.public.ms2soft.com/tcds/tsearch.asp?loc=ladotd

Net Cost per Vehicle-Mile Traveled

Another factor influencing the updated transportation impact fee is the Net Cost per Vehicle-Mile Traveled (Net Cost VMT). This value increased from $592 in 2012 to $727 in 2024.

For the 2025 update, cost estimates were based on the St. Tammany Parish Capital Improvement Plan for Roads and Drainage Supplement FY 2025-2029 (2025-2029 CIP). This represents a shift in methodology between the 2012 study and the 2025 update. The cost estimates in the 2012 study which relied on a selection of major roadway improvements identified in the South Central Study Area plan. By using parish-wide CIP data, the 2025 update provides a more comprehensive picture of roadway costs.

In calculating transportation impact fees, credits must be applied for costs funded through Federal and State grants or sales tax revenue, to prevent double charging developers and residents. These revenue sources decreased significantly between 2012 and 2024: the credit dropped from $530 in 2012 to just $68 in 2024. The reduction in external funding contributes directly to the increase in Net Cost VMT.

It is also important to note that the March 2025 voter rejection of a 25-year renewal of the 2% sales tax for roads and drainage could further impact the Net Cost VMT.

Table 13. Peak Hour Vehicle-Miles of Travel by Land Use

		2012			2024		
Land Use	Primary Trips	Trip Rates	Length (miles)	Pk Hr VMT	Trip Rates	Length (miles)	Pk Hr VMT
Single-Family	100%	0.505	3.60	1.82	0.47	4.65	2.18
Multi-Family	100%	0.31	3.26	1.01	0.255	4.65	1.19
Retail/Commercial	62%	1.865	2.46	2.84	1.7	3.10	3.27
Office	100%	0.745	4.71	3.51	0.72	7.21	5.19
Public/Institutional	100%	0.275	3.33	0.92	0.205	7.48	1.53
Industrial/Warehousing*	100%	0.22	4.01	0.94	0.09	5.40	0.49

**The 2012 Industrial/Warehousing category is the average of Manufacturing, Warehouse, and Mini-Warehouse since these categories were combined in 2024*

Source: Institute of Transportation Engineers (ITE). (2021). *Trip Generation Maual, 11th ed.* - Primary Trips and Trip Rates. Trip Rates equal one-half trip ends during the PM peak hour of adjacent street traffic.

RECOMMENDATIONS

Based on the findings from the drainage and transportation impact fee calculations Villavaso & Associates recommends the following next steps for St. Tammany Parish:

1. Present the *2025 St. Tammany Parish Impact Fee Update Study* to the St. Tammany Parish Council, the St. Tammany Parish Planning Commission, and key stakeholders

2. Develop an updated Impact Fee Ordinance including recommended fees from the *2025 Impact Fee Update Study*

3. Review & consider the increasing the income level to Low-Income for the residential impact fee waiver

4. Adopt the updated Impact Fee Ordinance

Appendix

DRAINAGE IMPACT FEE DATA

The following tables provide the current data and calculations used in the drainage impact fee formula. All sources are provided below each table.

Table 14. Average Impervious Square Foot per Unit

Land Use	Unit	Total Impervious Sq Ft/Unit
Single-Family Detached	Dwelling	2,562
Multi-Family	Dwelling	1,117
Mobile Home	Pad	1,420
Commercial/Institutional	1,000 Sq Ft	1,000
Industrial	1,000 Sq Ft	1,000

Source: *Single Family Residential* - Unit Sq Footage is the average of North & South averages (data from St. Tammany Parish Planning Dept.); *Multi-Family Residential* - Unit Sq Footage based on 2023 Average SQ Ft of Floor Area in Single Family Units and Multi Family Units in the South Region, Survey of Construction 2023, U.S. Department of Housing and Urban Development, https://www.census.gov/construction/chars/index.html; *Mobile Home Park* - Unit Sq Footage data source St. Tammany Parish Planning Department

Notes: The decision was made to only include building SQ ft into the calculation since the impact fee unit designation only takes into account building sq ft; the building for commercial SQ ft is based on the unit size of 1000 sq ft

Table 15. Future Impervious Square Foot by Land Use

Land Use	Future Building Impervious Cover
Single-Family Detached	851.55
Multi-Family	127.41
Mobile Home	51.09
Commercial/Institutional	242.87
Industrial	242.87
Total Acres Future Impervious Cover	**2152.44**

Source: Calculated based on projected future land use data provided St. Tammany Parish Planning Department, building projections by Land Use from 2025-2029

Table 16. Cost per Square Foot of Impervious Cover

	2025
Regional Drainage Improvement Cost	$113,605,000
/ Acres of Future Impervious Cover	2,152.44
= Cost Per Acre of Impervious Cover	$52,779.52
/ Square Feet per Acre	43,560
= Cost per Sq Ft of Impervious Cover	$1.21

Source: St. Tammany Parish Department of Engineering. (2024). *Capital Improvement Plan for Roads and Drainage Supplement FY 2025 - 2029.*

Table 17. Grant Funding Credit per Square Foot of Impervious Cover

2024 Federal and State Grant Funding	$2,829,091.06
/by Existing Sqf of Impervious Cover	391,272,578.52
Equals Average Annual Funding per Sqf of Impervious Cover	0.007
x Present Value Factor for 20 years	13.38
Equals Net Present Value of Grant Funding per Sqf of Impervious Cover	0.10

Source: *2024 Federal and State Grant Funding* - St. Tammany Parish Department of Finance; *Existing Sqf of Impervious Cover* - Based on data provided by St. Tammany Parish Planning Department

Table 18. Sales Tax Credit per Square Foot of Impervious Cover

2024 Sales Tax Estimate	$26,189,203.69
/by Existing Sqf of Impervious Cover	391,272,578.52
Sales Tax Credit per Sqf of Impervious Cover	0.07

Sources: *2024 Sales Tax Credit* - St. Tammany Parish Department of Finance; *Existing Sqf of Impervious Cover* - Based on data provided by St. Tammany Parish Planning Department

Table 19. Net Drainage Costs per Square Foot of Impervious Cover

Cost per Sq Ft of Impervious Cover	$1.21
- Grant Funding Credit	$0.10
- Fee-in-Lieu Credit	$0.58
- Sales Tax Credit	$0.07
= Net Cost per Sq Ft of Impervious Cover	$0.47

Sources: Cost per Sq Ft of Impervious Cover from Table 14; Grant Funding Credit from Table 15; Sales Tax Credit from Table 16; Fee-in-Lieu Credit from the 2012 Impact Fee Study

TRANSPORTATION IMPACT FEE DATA

The following tables provide the current data and calculations used in the transportation impact fee formula. All sources are provided below each table.

Table 20. Existing Housing Units

	Total Number of Units
Single-Family Detached	90,051
Multi-Family	13,351
Mobile Home	8,488
Total	13.38

Source: U.S. Census Bureau. "UNITS IN STRUCTURE." American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B25024; St. Tammany Parish Planning Department

Table 21. Existing Nonresidential Floor Area

	Unit	**Total Employees**	**Sqf/ Employees**	**Total Sqf**	**Existing Units**
Retail/Commercial	1,000 sq ft	25,181	1,304	32,844,357	32,844
Office	1,000 sq ft	15,404	507	7,814,799	7,815
Public/Institutional	1,000 sq ft	27,450	1,332	36,573,200	36,573
Industrial/Warehousing	1,000 sq ft	16,473	2,469	40,671,863	40,672

Source: *Total Employees* - U.S. Census Bureau. "All Sectors: County Business Patterns, including ZIP Code Business Patterns, by Legal Form of Organization and Employment Size Class for the U.S., States, and Selected Geographies: 2022." Economic Surveys, ECNSVY Business Patterns County Business Patterns, Table CB2200CBP; *Sqf/Employees* - U.S. Energy Information Administration, 2018 Commercial Buildings Energy Consumption Survey - SqF per Emplyoee = Total SqF Floorspace divided by total workers (organized by Land Use)

Table 22. Expected Vehicle Miles of Travel

Land Use	**ITE Code**	**Existing Units**	**Trip Rate**	**Primary Trips**	**Peak Hour Trips**	**Average Trip Length*** (Miles)	**Pk Hr VMT**
Single-Family Detached**	210	98,539	0.47	100%	46,313	8.7	402,926
Multi-Family	220	13,351	0.26	100%	3,405	8.7	29,619
Retail/Commercial	820	32,844	1.7	62%	55,835	5.8	323,845
Office	710	7,815	0.72	100%	5,627	13.5	75,960
Public/Institutional	560	36,573	0.21	100%	7,498	14.0	104,965
Warehousing	150	40,672	0.09	100%	3,660	10.1	36,971

Source: *Trip Rate* - Institute of Transportation Engineers (ITE). (2021). *Trip Generation Maual, 11th ed.* - Primary Trips and Trip Rates. Trip Rates equal one-half trip ends during the PM peak hour of adjacent street traffic. *Average Trip Lengths* - National Household Travel Survey, Summary of Travel Trends: 2022 National Household Travel Survey, US Department of Transportation Federal Highway Adminsitration

Notes: Peak Hour Trips = Number of Existing Units X Trip Rate; Peak Hour VMT = Peak Hour Trips X Average Trip Length
** Average Trip length is by purpose and assigned to most appropriate land use category (Single Family & Multi Family = Other Family/ Personal Errands; Retail/Commercial= Shopping; Office = To/From Work; Public/Institutional = Social & Recreational; Warehousing = in the National Household Travel Survey there is not an appropriate trip purpose for Warehousing so the decision was made to use the Mean Trip Length for the region*
*** Since ITE Codes classify mobile homes with single family detached the two land use categories are combined*

Table 23. Estimated Actual Vehicle-Miles of Travel

# of Lane-Miles With Traffic Counts	785
Observed Pk Hr VMT	467,144
# of Lane-Miles Without Traffic Counts	119
X 3/4 of Average PHT	446
= Estimated Pk Hr VMT	53,318
Total Pk Hr VMT	520,462

Source: *# of Lane-Miles With Traffic Counts & Observed Pk Hr VMT* - LA Department Of Transportation & Development. (2025). *Traffic Counts (TCDS)*. dotd.la.gov. https://ladotd.public.ms2soft.com/tcds/tsearch.asp?loc=ladotd

Notes: The 3/4 of Average Peak Hour Travel is calculated by determining three quarters of the Observed Pk Hr VMT divided by the # of Lane-Miles With Traffic Counts

Table 24. Local Adjustment Factor Calculation

Total Peak Hour VMT on Major Roadway System	520,462
/ by Expected Peak Hour VMT using National Trip Lengths	974,286
= Local Adjustment Factor	0.53

Table 25. Local Average Trip Length

	Average Trip Length (Miles)	**Local Adjustment Factor**	**Local Average Trip Length** (Miles)
Single-Family Detached	8.7	0.53	4.6
Mobile Home	8.7	0.53	4.6
Multi-Family	8.7	0.53	4.6
Retail/Commercial	5.8	0.53	3.1
Office	13.5	0.53	7.2
Public/Institutional	14	0.53	7.5
Warehousing	10.1	0.53	5.4

Notes: Local Average Trip Length = Average Trip Length X Local Adjustment Factor

Table 26. Existing System-Wide Capacity/Demand Ratio

Existing HourlyVehicle-Miles of Capacity	579,312
/Estimated Pk Hr VMT	520,462
= Existing VMC/VMT Ratio	1.11

Source: *Existing Hourly Vehicle-Miles of Capacity* - Calculated from St. Tammany Parish Department of Engineering Major Roadway Data

Table 27. Average Cost per Vehicle-Miles of Capacity

Estimate of New Mileage	78
X New Capacity	1,580
= New VMC	123,231
Estimated Cost	$88,022,000.00
/New VMC	123,231
= Cost/VMC	$714.29

Sources: *Estimate of New Mileage* - St. Tammany Parish Planning Department based on 5-Year CIP; *New Capacity* - Capacity for 2 Lane divided roads, Florida Department of Transportation, Quality/Level of Service Handbook; *Estimated Cost* - St. Tammany Parish Department of Engineering. (2024). *Capital Improvement Plan for Roads and Drainage Supplement FY 2025 - 2029.*

Table 28. Cost per Vehicle-Miles of Travel (VMT)

Average Cost per Peak Hour VMC	$714.29
X System-Wide VMC/VMT Ratio	1.11
= Cost per Peak Hour VMT	$795.05

Sources: Average Cost per Peak Hour VMC from Table 25; System-Wide VMC/VMT Ratio from Table 24

Table 29. Revenue Credit per Vehicle-Miles of Travel (VMT)

Annual Federal/State Funding for Capacity Improvements	$55,462.00
/Estimated Peak Hour VMT on Major Roadway System	520,462
= Annual Funding per VMT	$0.11
X Present Value Factor for 20 Years	13.38
= Federal/State Funding Credit per VMT	$1.43

Sources: *Annual Federal/State Funding for Capacity Improvements t* - St. Tammany Parish Department of Finance; Estimated Peak Hour VMT from Table 24

Table 30. Sales Tax Credit

Bond Funds Available for Capital Projects	$34,602,674.00
/Estimated Peak Hour VMT on Major Roadway System	520,462
= Sales Tax Debt Credit per VMT	$66.48

Sources: *Annual Federal/State Funding for Capacity Improvements t* - St. Tammany Parish Department of Finance; Estimated Peak Hour VMT from Table 24

Table 31. Net Cost Per Vehicle Mile

Cost per VMT	$795.05
- Federal and State Funding Credit per VMT	$1.43
- Sales Tax Credit per VMT	$66.48
= Net Cost per VMT	$727.14

Sources: Cost per VMT from Table 26; Federal and State Funding Credit per VMT from Table 27; Sales Tax Credit per Vehicle Mile from Table 28

INSTRUMENT 2026-09-01

AN ORDINANCE AMENDING ORDINANCE NO. 557, THE OPERATING BUDGET OF REVENUES AND EXPENDITURES FOR THE YEAR BEGINNING JANUARY 1, 2026, AND ENDING DECEMBER 31, 2026, TO RECOGNIZE ONE HUNDRED TWENTY-FIVE THOUSAND DOLLARS ($125,000.00) IN STATE FUNDING FOR REPAIRS TO TOWN HALL AND TO APPROPRIATE AN EQUAL AMOUNT FOR CAPITAL OUTLAY PURPOSES.

WHEREAS, the Town of Abita Springs adopted its 2026 Operating Budget by Ordinance No. 554, subsequently amended by Ordinance No. 557; and

WHEREAS, the Louisiana State Treasurer, John Fleming, has notified the Town of Abita Springs of a line-item appropriation contained in Act 961 of 2026 RLS in the amount of One Hundred Twenty-Five Thousand Dollars ($125,000.00); and

WHEREAS, the appropriation is authorized for payment of expenditures from July 1, 2026, through June 30, 2027, with no provision for extensions to the deadline without additional legislative action; and

WHEREAS, in accordance with Act 961 of 2026 RLS, the monies must be expended for the purpose of repairing Town Hall; and

WHEREAS, the Town must amend its 2026 Operating Budget to recognize the One Hundred Twenty-Five Thousand Dollars ($125,000.00) appropriation as revenue and to authorize the related expenditures necessary to repair Town Hall; and

WHEREAS, given the limited period available for expenditure of the appropriated funds, which expires in less than ten (10) months, timely amendment of the Town's 2026 Operating Budget is necessary to allow the Town to begin the process of utilizing the funds and completing the authorized improvements within the applicable statutory deadline;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Town Council of the Town of Abita Springs, Louisiana, in legal session convened, that the 2026 Operating Budget of the Town of Abita Springs, adopted by Ordinance No. 554 and subsequently amended by Ordinance No. 557, is hereby amended to recognize the One Hundred Twenty-Five Thousand Dollars ($125,000.00) appropriation authorized by Act 961 of 2026 RLS as revenue and to authorize the corresponding expenditures for the repair of Town Hall.

Section V. General Fund Revenue.
Line 14 of Ordinance No. 557 is hereby increased by One Hundred Twenty-Five Thousand Dollars ($125,000.00) to recognize State of Louisiana funding appropriated for repairs and improvements to Town Hall.

Section VI. General Fund Expenditures.
Line 22 of Ordinance No. 557 is hereby increased by One Hundred Twenty-Five Thousand Dollars ($125,000.00) and shall be appropriated solely for authorized repairs, improvements, and other eligible capital outlay expenditures associated with the Town Hall project.

BE IT FURTHER ORDAINED that all other provisions of Ordinance No. 557, as previously amended, shall remain unchanged and in full force and effect.

Introduced on a motion of ____________________, seconded by ____________________, on __________.

Adopted on a motion of ____________________, seconded by ____________________, on ____________.

The vote was:
YEAS:
NAYS:
ABSTAINED:
ABSENT:

________________________ ____________________________
Leanne Schaefer, Town Clerk Honorable Daniel J. Curtis, Mayor

John Fleming, MD
LOUISIANA STATE TREASURER

(225) 342-0010
www.treasury.la.gov

Post Office Box 44154
Baton Rouge, LA 70804

RECEIVED
AUG 21 2026

August 18, 2026

Town of Abita Springs
P.O. Box 461
Abita Springs, LA 70420

RE: Act 961 of 2026 RLS – State Aid to Local Government Entities

I am pleased to notify you that your entity is a recipient of a line-item appropriation contained in Act 961 of 2026 RLS, in the amount of $125,000. The appropriation is authorized for payment of expenditures from July 1, 2026, through June 30, 2027. Please note there is no extension to the deadline of June 30, 2027, without additional legislative action.

In accordance with Act 961 of 2026 RLS, the monies must be expended for the following purpose:
repairs to the town hall

State law, policies issued by the Louisiana Division of Administration, and Executive Orders issued by the Governor require the Louisiana Department of Treasury (Treasury) to execute a comprehensive cooperative endeavor agreement (CEA) with your entity to receive funding from the line-item appropriations. The CEA outlines how appropriated funds will be spent by your entity, what your entity seeks to achieve with the use of the funds, information required to be submitted to Treasury about expenditures, and how Treasury will transfer the funds to your entity. Please note your entity must be registered as a vendor with the State of Louisiana to receive payment. Information about becoming a vendor can be found at https://wwwcfprd.doa.louisiana.gov/osp/lapac/vendor/VndPubMain.cfm.

Treasury has implemented a new online portal to expedite the processing of CEA's. The portal will allow entities to:

- Complete your cooperative endeavor agreement on-line
- View the status of your entity's line-item appropriation at any time
- Easily upload required documents
- Ask questions of your reviewer at any stage in the process
- Maintain a record of all documents and communications with Treasury in one central location for safe keeping

Treasury will use the data entered and uploaded to the portal to prepare a cooperative endeavor agreement for your review and signature. No payment can be issued until a CEA is fully executed by your entity and Treasury.

The online portal can be accessed at https://www.treasury.la.gov/cea-portal. Treasury's role is to ensure compliance with all relevant laws in administering these appropriations, and we encourage you to familiarize yourself with the guidance and resources we offer. Frequently asked questions about the CEA process, zoom training sessions for using the new portal, and contact information can be found at www.treasury.la.gov/cea.

Sincerely,

John Fleming

John Fleming, MD
State Treasurer

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE TOWN OF ABITA SPRINGS, LOUISIANA, AUTHORIZING THE TOWN TO OPT IN TO THE GOVERNOR'S OFFICE OF HOMELAND SECURITY AND EMERGENCY PREPAREDNESS (GOHSEP) EXPEDITED TEMPORARY HOUSING ASSISTANCE PROGRAM AND TO WAIVE CERTAIN LOCAL LAND USE REGULATIONS RELATING TO THE TEMPORARY PLACEMENT OF MOBILE HOMES, RECREATIONAL VEHICLES, AND OTHER TEMPORARY HOUSING; AUTHORIZING THE MAYOR TO EXECUTE THE REQUIRED WAIVER AND CERTIFICATION; AND PROVIDING FOR RELATED MATTERS.

WHEREAS, the State of Louisiana has established the Temporary Housing and Shelter Assistance Program, including the Expedited Temporary Housing Assistance ("ETHA") component, administered by the Governor's Office of Homeland Security and Emergency Preparedness ("GOHSEP"); and

WHEREAS, La. R.S. 29:726(F)(3)(b)(iii)(aa) provides for certification by a parish or municipal governing authority that the local governing authority will waive certain land use regulations relative to permitting for mobile homes, recreational vehicles, and other temporary housing directly adjacent to a disaster survivor's damaged dwelling in order to allow for expedited temporary housing assistance; and

WHEREAS, La. R.S. 29:726(F)(4), as amended by Act 526 of 2022, provides for the implementation of the Temporary Housing and Shelter Assistance Program and related requirements; and

WHEREAS, the Board of Aldermen of the Town of Abita Springs recognizes the importance of providing disaster survivors with access to expedited temporary housing following a presidentially declared major disaster or emergency; and

WHEREAS, the Board of Aldermen desires to opt in to the GOHSEP Expedited Temporary Housing Assistance Program and to provide the certification required by GOHSEP; and

WHEREAS, the Board of Aldermen intends that this waiver apply only to the extent and under the circumstances authorized by applicable Louisiana law and the GOHSEP Expedited Temporary Housing Assistance Program and shall not be construed as a waiver of federal requirements, including requirements administered by FEMA or the National Flood Insurance Program, or as a waiver of requirements outside the scope of the state ETHA program; and

WHEREAS, the Board of Aldermen further recognizes that the waiver is subject to the applicable annual submission requirements and any rules, guidance, or implementation procedures established by GOHSEP.

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Abita Springs, Louisiana, in legal and regular session convened, that:

SECTION 1. OPT-IN TO EXPEDITED TEMPORARY HOUSING ASSISTANCE.

The Town of Abita Springs hereby elects to OPT IN to the Governor's Office of Homeland Security and Emergency Preparedness Expedited Temporary Housing Assistance Program and authorizes the certification required for participation in the program.

SECTION 2. WAIVER OF LOCAL LAND USE REGULATIONS.
To the extent authorized and required by La. R.S. 29:726(F)(3)(b)(iii)(aa), La. R.S. 29:726(F)(4), and applicable GOHSEP rules and procedures, the Town of Abita Springs hereby agrees to waive applicable local land use regulations relative to permitting for the temporary placement and occupancy of mobile homes, recreational vehicles (RVs), and/or other temporary housing directly adjacent to a disaster survivor's damaged dwelling for purposes of allowing expedited temporary housing assistance through the state ETHA program.

SECTION 3. LIMITATION OF WAIVER.
The waiver authorized by this Resolution shall apply only to the extent contemplated by applicable Louisiana law and the GOHSEP Expedited Temporary Housing Assistance Program. Nothing in this Resolution shall be construed to waive or modify federal requirements, including requirements imposed or administered by the Federal Emergency Management Agency (FEMA), the National Flood Insurance Program (NFIP), or any other federal agency or program, unless such waiver or modification is separately authorized by applicable law or the appropriate federal authority.

SECTION 4. AUTHORIZATION TO EXECUTE CERTIFICATION.
The Mayor of the Town of Abita Springs, or such other official as may be authorized by law, is hereby authorized and directed to execute and submit on behalf of the Town the GOHSEP Temporary Housing and Shelter Assistance Program – Expedited Temporary Housing Assistance – Waiver of Land Use/Permitting Form, together with any related certification or documentation reasonably necessary to effectuate the Town's election to opt in to the program.

SECTION 5. ANNUAL SUBMISSION.
The Town's participation and waiver shall be subject to the annual submission requirements established by applicable Louisiana law and GOHSEP. The Mayor, or his/her designee, is authorized to execute subsequent annual certifications or waiver forms consistent with this Resolution, provided that such subsequent certification does not materially expand the scope of the waiver beyond that authorized by applicable law.

SECTION 6. EFFECTIVE DATE.
This Resolution shall become effective immediately upon adoption.

SECTION 7. SEVERABILITY.
If any provision of this Resolution is determined to be invalid or unenforceable, such determination shall not affect the validity or enforceability of the remaining provisions.

BE IT FURTHER RESOLVED that the above and foregoing Resolution was duly adopted by the Board of Aldermen of the Town of Abita Springs, Louisiana, on a motion of ________ seconded by ___________ at a regular meeting thereof held on the _____ day of __________________, 2026, with the following vote:

YEAS:
NAYS:
ABSTAIN:
ABSENT:

ATTEST:

TOWN CLERK
Town of Abita Springs