



**EQUITABLE.
PREDICTABLE.
TRANSPARENT.**



Street Impact Fees

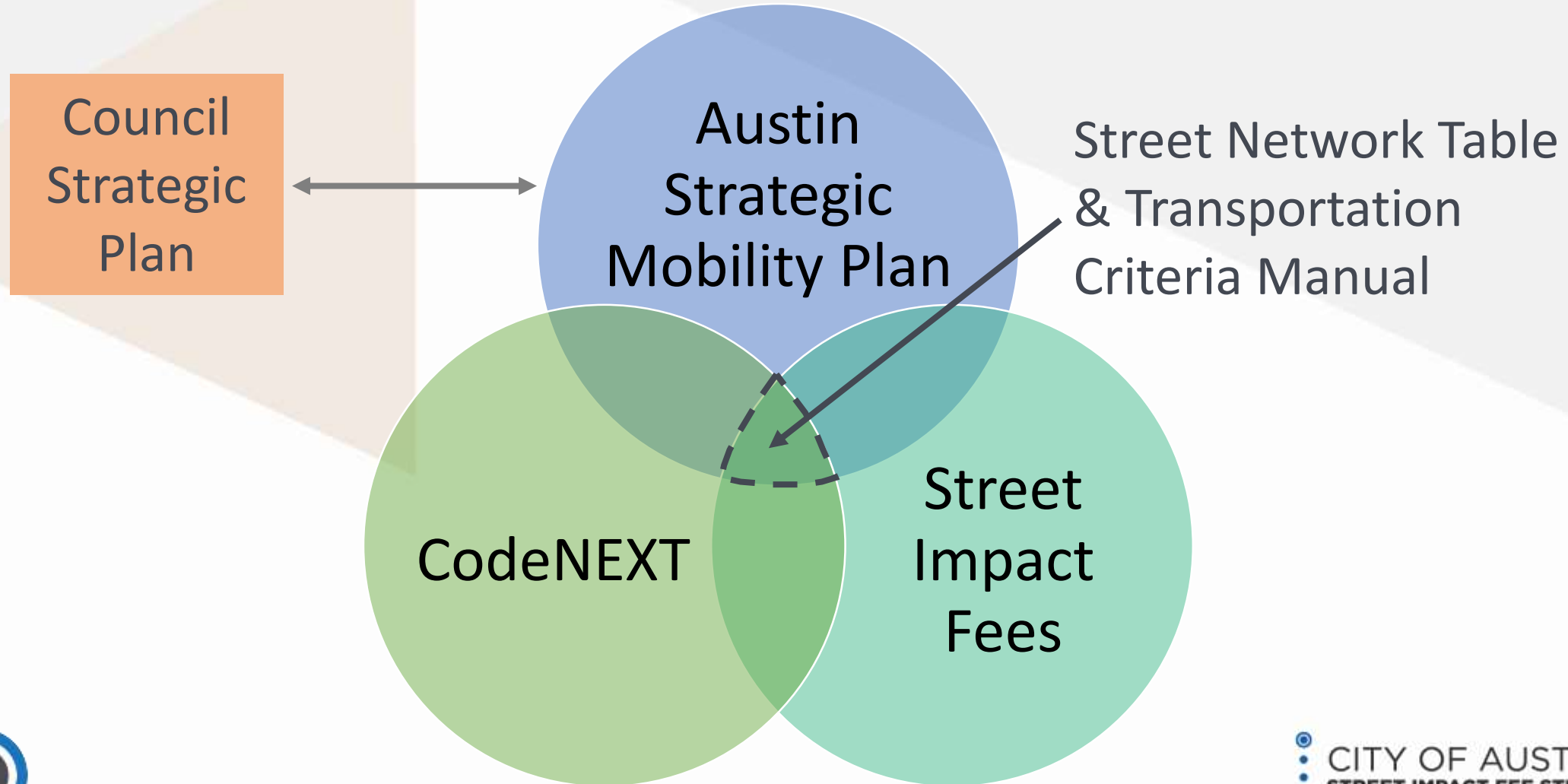


Urban Transportation Commission | 10.10.17
Austin Transportation Department

Overview

- Mobility Initiatives Coordination
- Project Purpose
- What are Street Impact Fees?
- What are the Street Impact Fee Steps and Components?
- What do Street Impact Fees pay for?
- How do Street Impact Fees relate to current process?
- Project Timeline
- Request for Recommendation
- Public Information & Engagement

Initiatives Coordination



Project Purpose

Why Street Impact Fees?

- Determining a method for growth to pay for growth that is:
 - **Equitable**
 - **Predictable**
 - **Transparent**
- Ultimate purpose is to develop a fair and reasonable fee that development should pay for auto capacity improvements

What are Street Impact Fees?

- One-time fee for **New Development**
- Calculation to determine the **cost of growth** for street infrastructure

What are the Street Impact Fee Phases and Components?

- Phase 1
 - Service Areas
 - Land Use Assumptions
- Phase 2
 - Street Roadway Capacity Plan
- Phase 3
 - Impact Fee Calculation
 - Policy and Ordinance Adoption

Request for Recommendation

Staff requests that the UTC consider recommending approval to City Council of Phase 1: Service Areas and Land Use Assumptions.

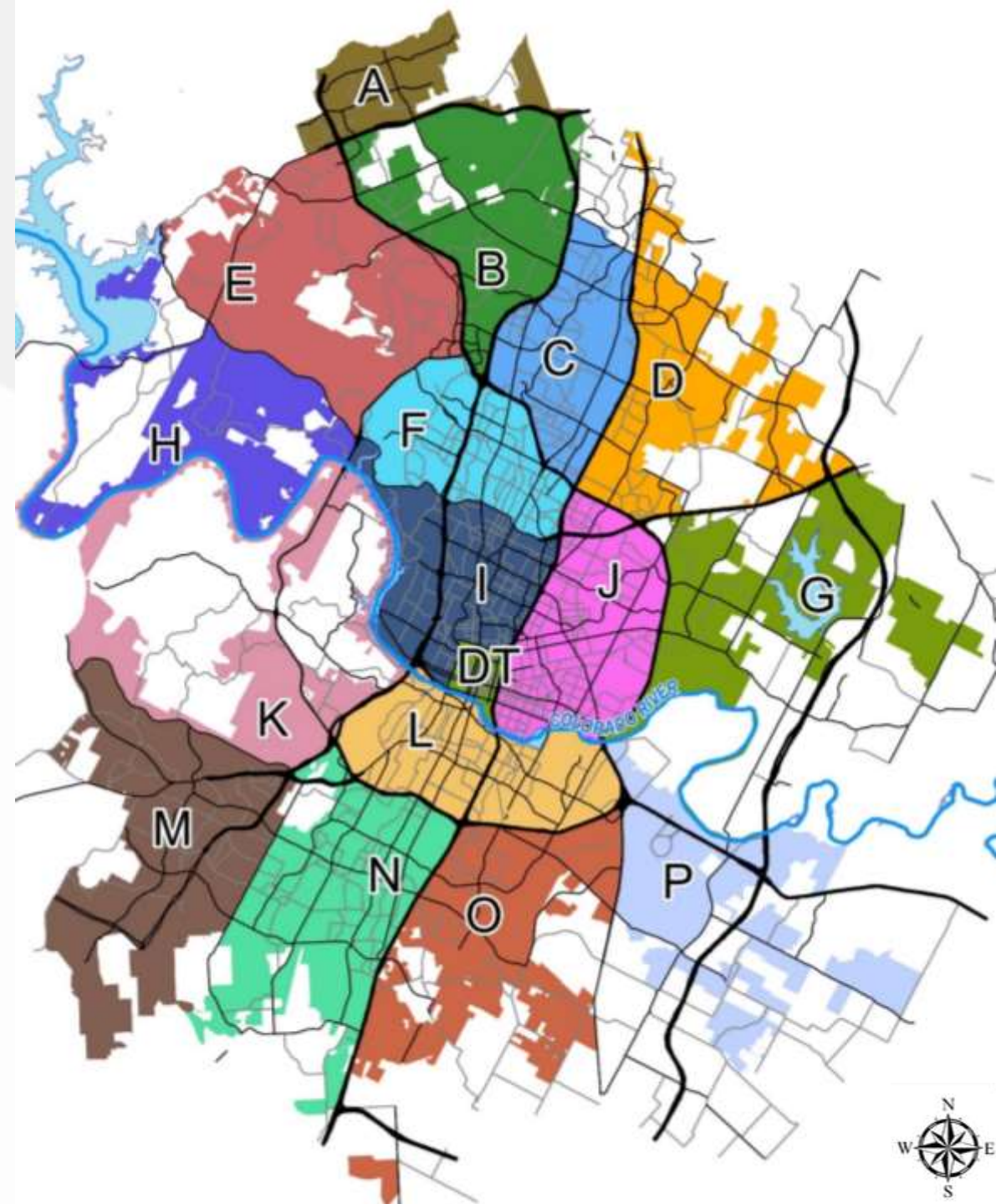
City Council will hold a Public Hearing and consider approval of Phase 1: Service Areas and Land Use Assumptions at their meeting on Oct. 19.

Phase 1: Service Areas

- Impact Fee Service Areas
 - Funds collected within a service area must be spent on projects within the same service area within 10 years
- Water (Service Area: **Citywide**)
- Sewer (Service Area: **Citywide**)
- Street (Service Area: **~6 miles**)
 - Limited to Corporate Limits for roadways; cannot include ETJ

Phase 1: Service Areas

- Strategy: Geography & Transportation Characteristics
 - Colorado River
 - Hill Country
 - Downtown
 - Loop Theme
 - Highway Boundaries



Phase 1: Land Use Assumptions

- Goal: Identify 10-year **New Growth** using Imagine Austin Growth Concept, Existing Land Use and Emerging Projects data
- For SIF, service units are **vehicle-miles**, which are generated based on different land use characteristics:
 - Residential – number of **dwelling units**
 - Employment – amount of **commercial square footage** (by type)
- Base year = 2017

Phase 1: Land Use Assumptions

Citywide Results*

	City - Residential (Dwelling Units)			City - Employment Square Feet			
	Single Family	Multi-Family	Total	Basic	Service	Retail	Total
2017 Base Year	179,259	224,030	403,289	72,071,000	125,112,000	79,359,000	276,488,000
2027 Projections	212,913	315,313	528,226	84,503,000	158,956,000	109,182,000	352,641,000
2017-2027 Projected Growth	33,654	91,283	124,937	12,486,000	33,844,000	29,823,000	76,153,000

*Any changes resulting from planning processes can be addressed in Phase 2.

Phase 2: Roadway Capacity Plan (RCP)*

CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN

Adopted June 7, 2021

Last Amended August 5, 2024

Unshaded	Desired Development Zone	Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility	Remarks	Portions in BSEA Recharge Zone	Portions in BSEA Contributing Zone	Portions in NEA Recharge Zone													
	Drinking Water Protection Zone				*GIS Estimate	ROW MIN	ROW MAX																				
PROPOSED 2025 AMATP ROADWAY PLAN TABLE																											
ROADWAY	SEGMENT														3	4	5	6	7	8	9	10	11	12	13	14	15
H 35	CR 111 - FM 3406	FWY 4	FWY 6					LOW																			
National Highway System	FM 3406 - RM 620	FWY 6	FWY 6/HOV					LOW																			
	RM 620 - SH 45 (N)	FWY 6	FWY 6/HOV					LOW																			
											with TxDOT that existing main lanes will not be taken for likely transportation needs can be met without some keep expansion to a minimum & coordinate with MIS Recommend compliance with US Fish & Wildlife & standards (Attachment 1) to ensure non- water quality protection. Recommend compliance wards Rules 30 TAC 213.																
H 35														X													
National Highway System								LOW																			
										wp/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS																
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	Wandering Ln. - US 183 (N)	FWY 6	FWY 6/HOV	400	<300	200	300	LOW			TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS																
	US 183 (N) - US 290 (E)	FWY 8	FWY 8/HOV	400	300			LOW			TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS																
	US 290 (E) - 51st St.	FWY 8	FWY 8/HOV	400	200			LOW			TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS																
	51st St. - MLK Blvd.	FWY 8	FWY 8/HOV	400	200			LOW			TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with																

- Street segment projects
 - New Roads
 - Widening
 - Access Management
- Intersection projects
 - Signals
 - Turn Lanes
 - Special Intersections
- Bond Projects
 - Capacity Related

*RCP being developed with ASMP Street Network Table update.

Phase 3: Impact Fee Calculation

$$\text{Max. Impact Fee Per Service Unit} = \frac{\text{Recoverable Cost of the RCP (\$)}}{\text{New Growth (vehicle - miles)}}$$

Phase 3: Policy and Ordinance

- Rate Setting
- Revenue Forecasting
- Incentives
- Implementation

What can Street Impact Fees pay for?

- Existing Needs
 - Maintenance
 - Operations
 - Complete Reconstruction (Capital)

- Growth Needs
 - Capital

Impact Fees

What can Street Impact Fees pay for?

Components that *can* be paid:

Capacity Related Projects:

- ✓ Construction cost of capital improvements on the Roadway Capacity Plan (RCP)
 - Roadways – additional lanes, bridges, other appurtenances of roadway (sidewalks, bicycle facilities, lighting, etc.)
 - Intersections – signals, turn lanes
- ✓ Corridor planning and preliminary engineering
- ✓ Survey and engineering fees
- ✓ Land acquisition costs
- ✓ Debt service of Street Impact Fee RCP
- ✓ Impact Fee study/Update Costs

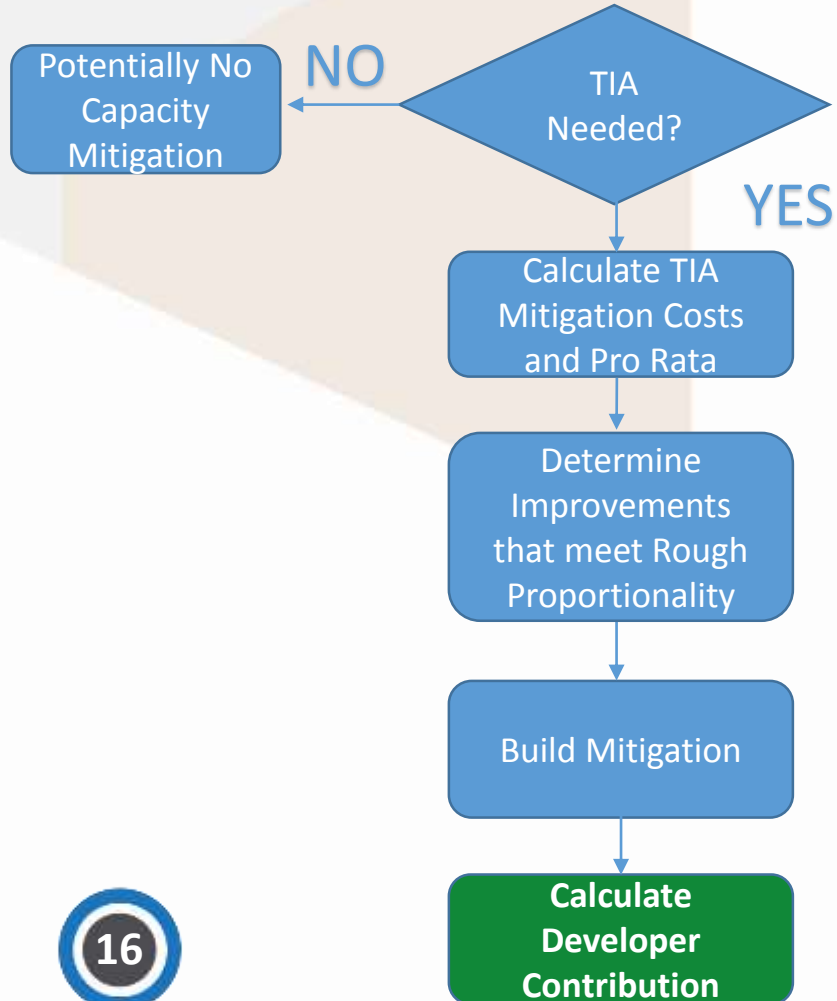
Components that *cannot* be paid for:

Non-Capacity Related Projects:

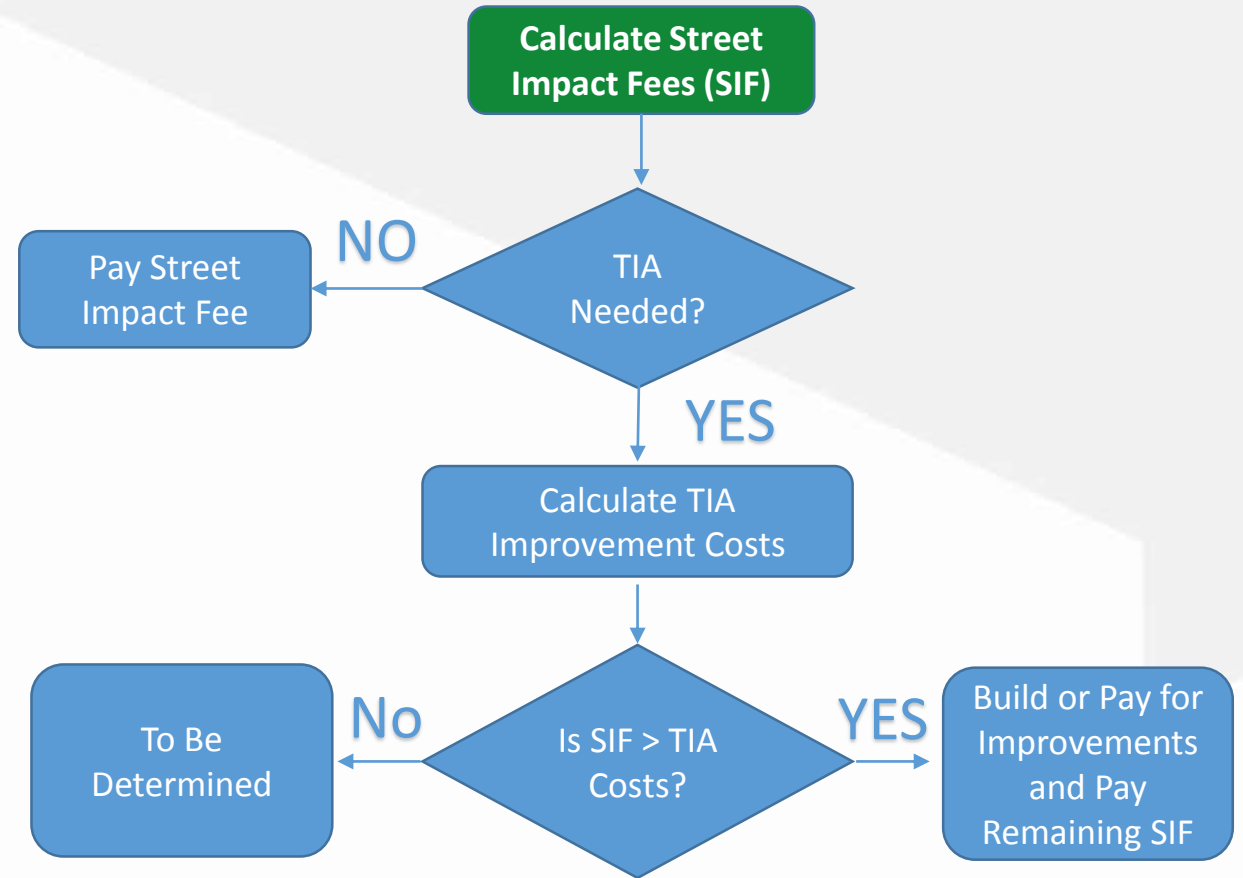
- ✗ Projects not included in the RCP (i.e., stand-alone bike/pedestrian/transit projects)
- ✗ Repair, operation and maintenance of existing or new facilities
- ✗ Upgrades to serve existing development
- ✗ Administrative costs of operating the program

Street Impact Fees vs. Existing Traffic Mitigation

Current Process



Street Impact Fee – TBD*



*Depends on Phase 3: Policy and Ordinance

Process for Adoption:

This is the first step in a three step process



*Any changes resulting from planning processes can be addressed in Phase 2.

Initiatives Coordination

**CORRIDOR
CONSTRUCTION
PROGRAM**

Nov 2016

Feb 2018

**COUNCIL
STRATEGIC
PLAN**

Jan. 2017

Sept. 2018

Mobility Outcome
Sept. – Sept.

**STRATEGIC
MOBILITY
PLAN**

Oct. 2016

Sept. 2018

Goals, Objectives, Metrics
(Contract with the Voters)

Goals

Metrics,
Strategies

Roadway Capacity
Projects

**STREET
IMPACT FEE
STUDY**

Oct. 2016

Dec. 2018

Impact Fee Advisory Committee

- Meeting Dates
 - December 1, 2016
 - February 28, 2017
 - April 25, 2017
 - July 25, 2017
 - Recommended approval of Land Use Assumptions for 10-year growth
 - Recommended approval of Service Area Boundaries
- Anticipate 4-6 more meetings for Phase 2 & 3
 - Next Meeting will be Nov. 14, 2017

Request for Recommendation

Staff requests that the UTC consider recommending approval to City Council of Phase 1: Service Areas and Land Use Assumptions.

City Council will hold a Public Hearing and consider approval of Phase 1: Service Areas and Land Use Assumptions at their meeting on Oct. 19.

Public Information & Engagement

- austintexas.gov/streetimpactfee
 - FAQs
 - Fact Sheets
 - Upcoming Meetings
- Sign-Up for Updates
- Future IFAC meetings



Questions