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CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

Street Impact Fees

Impact Fee Advisory Committee: 7-31-2018

Austin Transportation Department

Overview

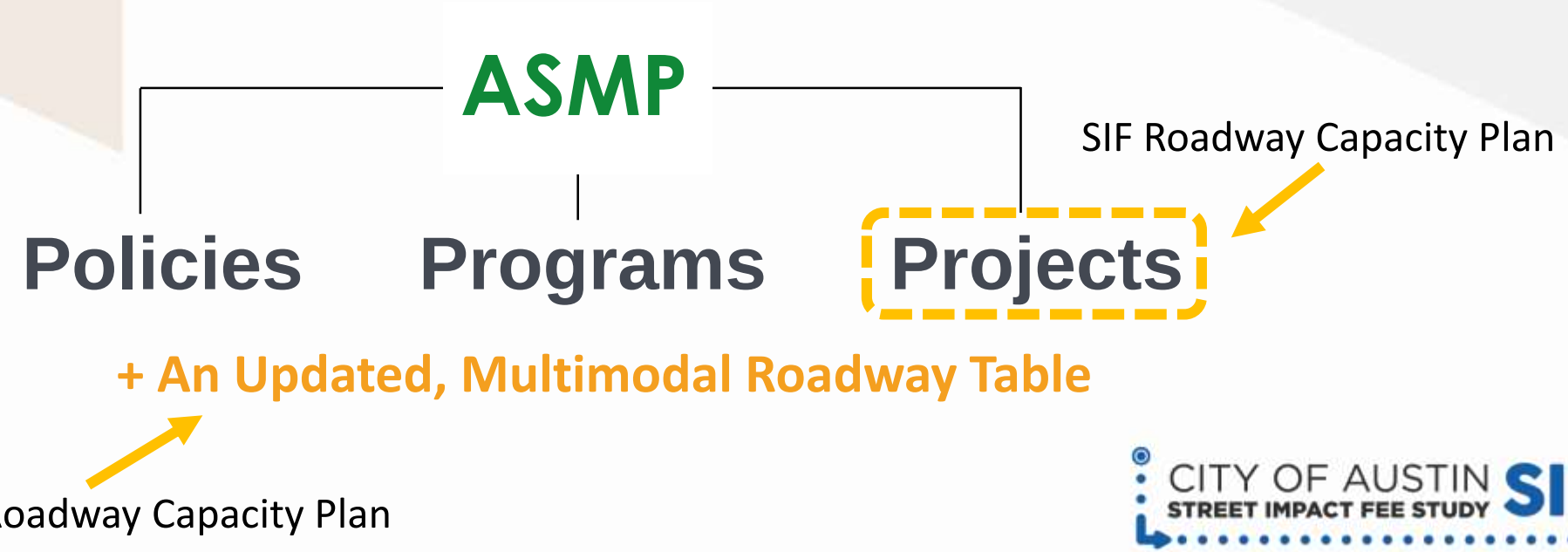
- Roadway Capacity Plan (RCP) Overview
- Review Materials
- Schedule
- Questions

Roadway Capacity Plan

Coordination with ASMP

At the end of the ASMP process we will have:

- A Plan adopted by City Council, amending Imagine Austin
- A coordinated transportation strategy for all modes that supports the growth concept of Imagine Austin



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Roadway Capacity Plan (RCP)

- RCP is a Capital Improvements Plan (CIP) specifically for **projects that increase auto capacity** in 10-year window
- Includes projects that are in Full & Limited purpose jurisdiction of City of Austin

Segment Sources:

- 2025 AMATP
- CAMPO TIP
- 2010 Gap Study
- 2010, 2012, and 2016 Bond Projects (& Corridor Studies)
- ASMP/Project Connect

Intersection Sources:

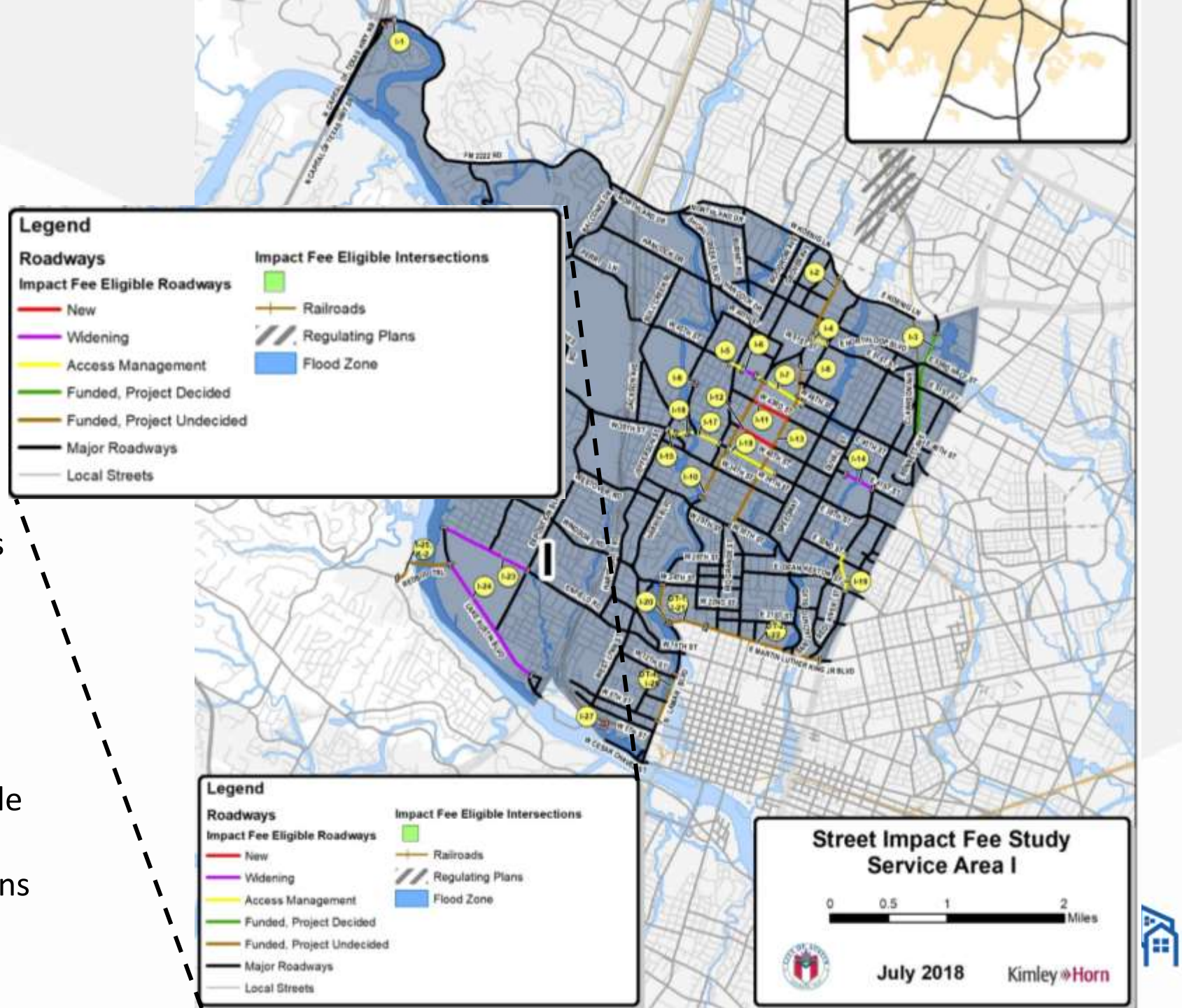
- 2010 Gap Study
- 2010, 2012, and 2016 Bond Projects (& Corridor Studies)
- Signal Requests Open Data
- Newly Identified by Mobility Planning

Roadway Capacity Plan (RCP)

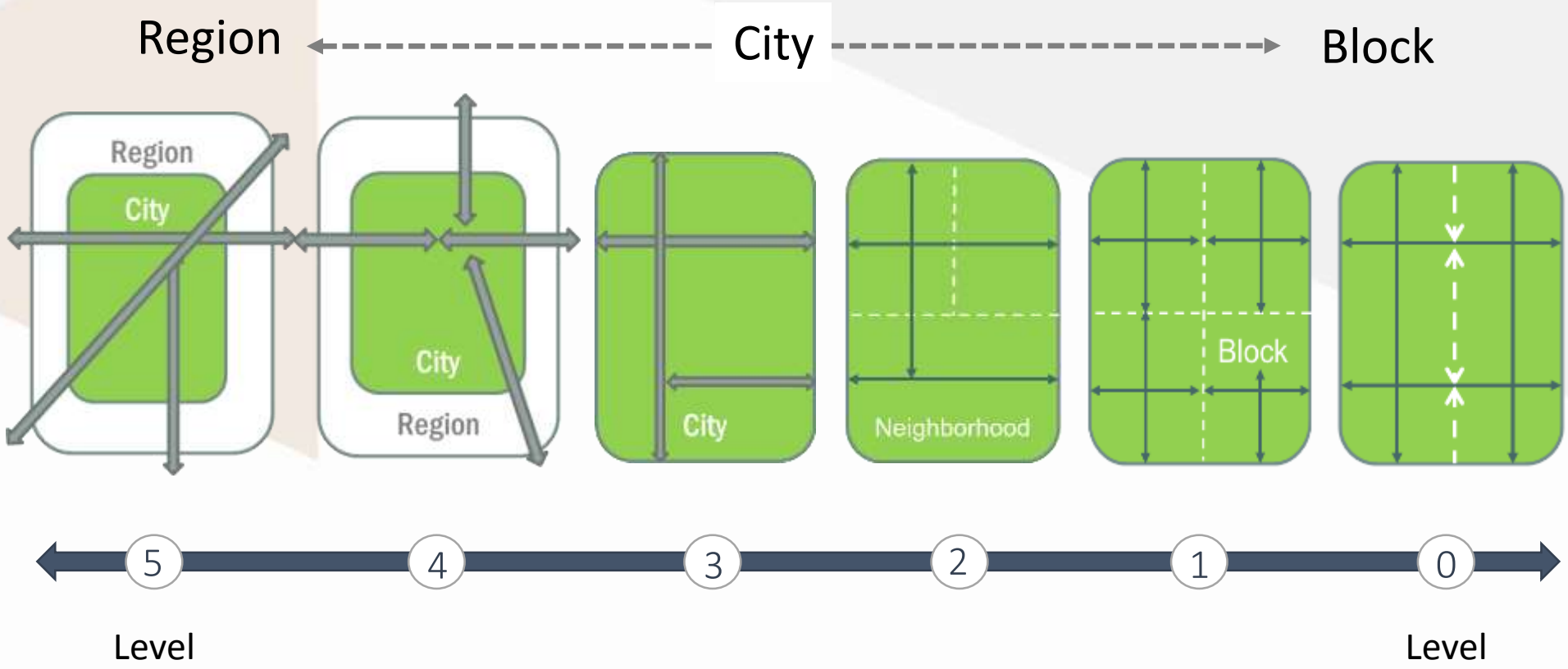
- Roadway segment project types:
  - New road alignments
  - Road widenings
  - Access Management (Center Turn Lane to Median conversion)
- Intersection improvement project types:
  - New signals
  - New turn lanes
  - Roundabouts
  - Turn lane extensions
  - Special Intersection
- Bond Projects
  - Capacity Related

Project Identification Process - Segments

- Evaluated at **midblock**
- Identify incomplete roads
  - No curbs, sidewalks
- Identify road diet opportunities (Not Eligible)
- Identify restriping projects (Not Eligible)
- Check feasibility (ROW, etc.)
- Coordination
  - Refine Street Network Table
  - Utilize ASMP
  - Referenced Regulatory Plans



Street Network Table - Levels



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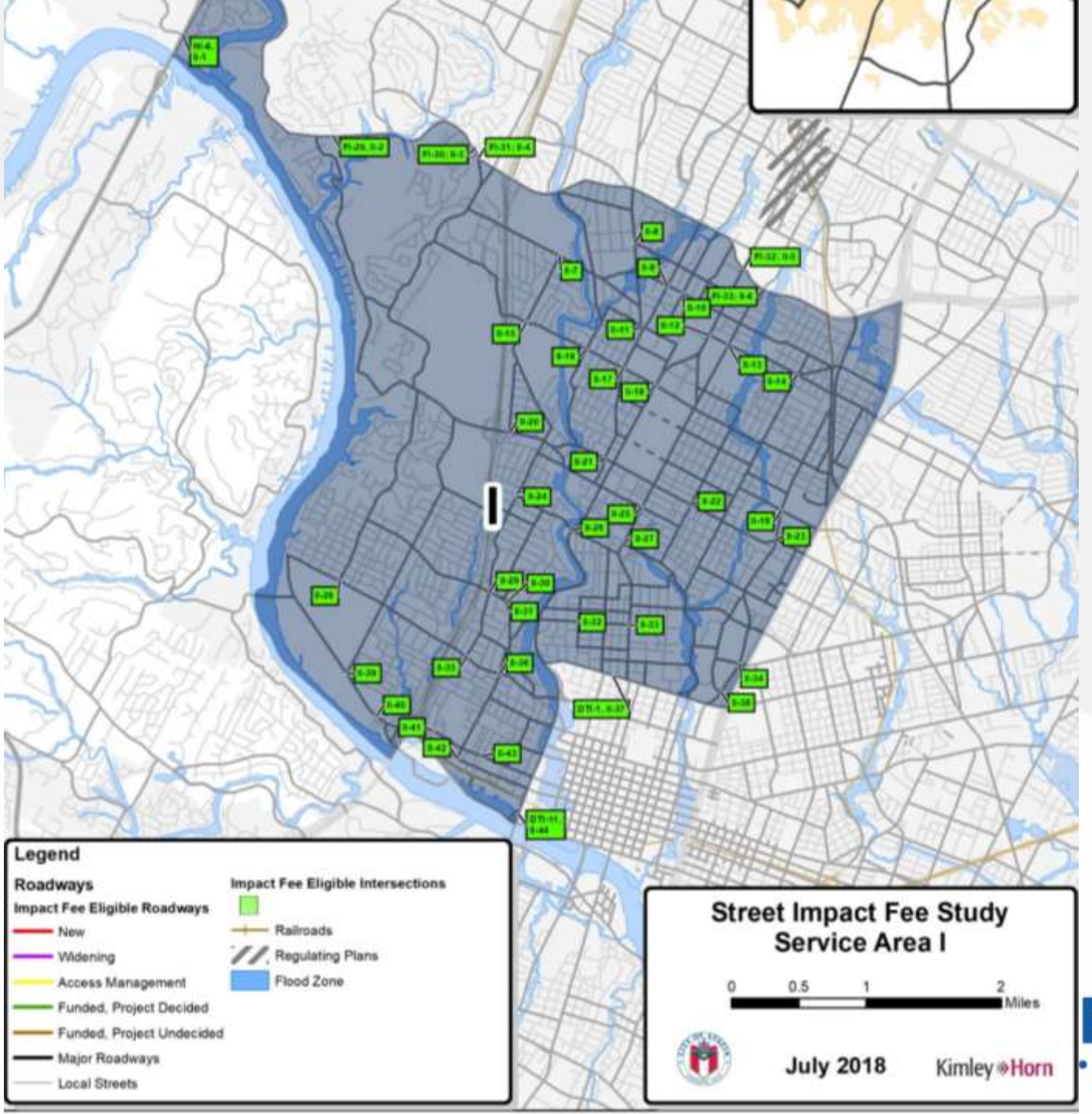
Project Identification Process - Intersections

- Identify if a location should be signalized (if not already)
  - Level 2 & 3 (or higher)
  - All-Way Stop Controlled
- Does intersection need additional turn lane capacity?
- Innovative Intersection Identified
- Bond Projects
- Preliminary Feasibility Check



Project Identification Process - Intersections

Turn Lanes Required

Intersecting Levels	Major Street Turn Lanes	Minor Street Turn Lanes
2 & 3	1 Left Turn (onto Level 2)	1 Turn Lane
2 & 4	1 Left Turn, 1 RT Lane (if < 3 Through Lanes)	1 Turn Lane
3 & 3	1 LT Lane, 1 RT Lane (if < 3 TL)	1 LT Lane, 1 RT Lane
3 & 4	2 LT Lanes, 1 RT Lane (if < 3 TL)	1 LT Lane, 1 RT Lane
4 & 4	2 LT Lanes, 1 RT Lane (if < 3 TL)	2 LT Lanes, 1 RT Lane

Turn Lane Length

Level	Urban (& Nodes/Centers)	Suburban (& Other Contexts)
2	205 ft	240 ft
3	305 ft	360 ft
4	365 ft	430 ft

Based on NCHRP 780 Design Guidance for Intersection Auxiliary Lanes. Assumes 100' of storage plus deceleration/taper length.

Costing

City of Austin 3/24/2017

Transportation Impact Fee Estimating Tool for Roadway & Right of Way Costs

Conceptual Level Project Cost Projection

Project Information:		Description:	Local 30'
Name:	**Local SF-1 to SF-2**		
Limits:	**1,000 ft Sample Roadway**		
Service Area:	**n/a**	Construction of 30' local street 2" HMAC / 8" Flexible Base / 8" Lime Stabilized Subgrade. Assumes base 3 ft behind back of curb.	
Exist. Classification:	**none**		
Prop. Classification:	**Local SF-1 to SF-2**		
Length (FT):	**1,000**		
Width (FT):	**30**		
Roadbeds (divided #):	**1**		
Area (SY):	3,333		
Curb Basis (FT):	**10**		
Width of Median (FT):	**0**		
Addtl.Pavement Area (%):	**0%**		
Addtl.Pavement Area (SY):	0		
Sidewalk Width (FT):	**4**		
Sidewalks (#):	**2**		

Roadway Construction Cost Projection

Item	*Description*	*Depth in Inches*	*Quantity*	*Unit*	*Unit Cost*	*Extended Cost*
	Street Excavation	10	1,111	CY	$25.00	$27,778
	Earthwork/TopSoil	**6**	370	CY	$15.00	$5,556
	Subgrade Stabilization	**8**	667	CY	$35.00	$23,333
	Concrete C&G	n/a	2,000	LF	$20.00	$40,000
	Concrete Sidewalks	n/a	8,000	SF	$10.00	$80,000
	Concrete Pavement	**0**	0	CY	$300.00	$0
	HMAC Surface Courses	**2**	333	Ton	$100.00	$33,333
	Flexible Roadway Base	**8**	889	CY	$55.00	$48,889
					Street Construction Cost Subtotal:	**$258,889**

Major ROW Construction Component Allowances

Description	*Notes*	*Allowance*	*Item Cost*
Mobilization		5%	$12,944
Drainage	Full Stormsewer System	80%	$207,111
ADA Ramps & Requirements		10%	$25,889
Bike Lane Requirements		2%	$5,178
Signs, Pavement Markings		2%	$5,178
Traffic Control		2%	$5,178
Street Lighting		6%	$15,533
Landscaping (Grass, Trees, Restoration, E/S Controls)		4%	$10,356
	Construction Allowances Subtotal:		**$287,367**
	Street & ROW Construction Allowances Subtotal:		**$546,256**

Capital Improvement Project (CIP) Allowances

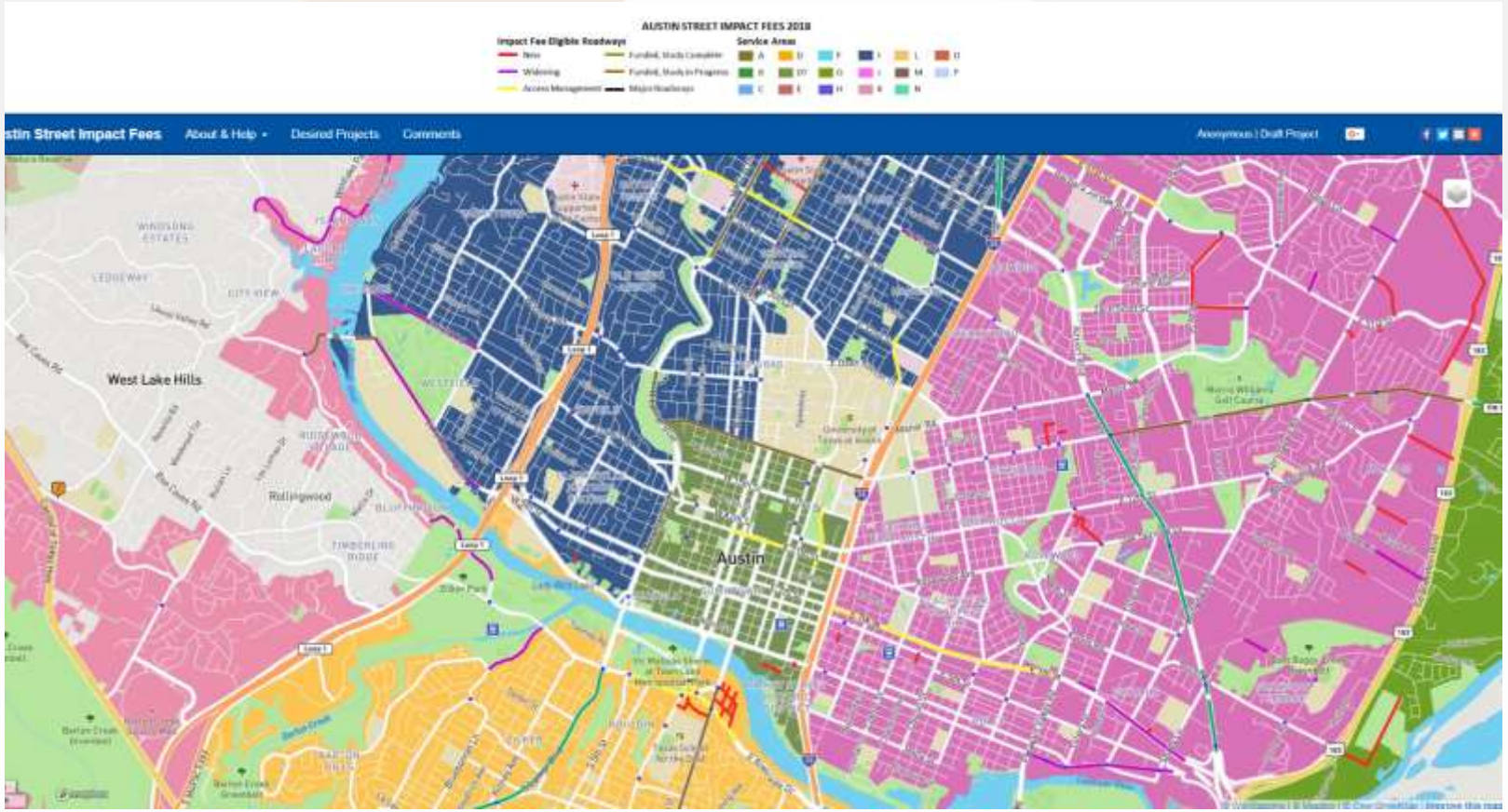
Description	*Notes*	*Allowance*	*Item Cost*
Engineering / Surveying / Geotechnical	(17%+4%+4%)	25%	$136,564
Construction Inspection / Testing	(10%+2%)	12%	$65,551
Project Management / Contract Management	(4%+1%)	5%	$27,313
Contingency		15%	$81,938
ROW / Easement Acquisition		0%	$0
	CIP Allowances Subtotal:		**$311,366**

Impact Fee Project Cost Summary

Item	*Notes*	*Item Cost*
Roadway Construction Items		$258,889
ROW Construction Items		$287,367
Capital Improvement Costs		$311,366
	Grand Total:	**$857,621**

Review Materials

Wiki-Map



- Tool for feedback
- Not live yet – read only
- Study Corridors are still being updated and evaluated with ASMP

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STREET IMPACT FEE STUDY

RCP 101

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STREET IMPACT FEE: ROADWAY CAPACITY PLAN

The City of Austin is proposing to develop and implement a Street Impact Fee Program. A Street Impact Fee would be a charge assessed on new development to pay for the construction or expansion of roadway facilities that are necessitated by and benefit that new development.

In August 2016, the City hired a consultant to assist with the technical analysis required by Chapter 395 of the Texas Local Government Code to determine the maximum assessable Street Impact Fee. Ultimately, City Council would consider adoption of an ordinance establishing the Street Impact Fee and the policies related to administering the program. The City anticipates presenting a proposed policy to Council in 2019. Staff will provide briefings and updates to Council, hold public hearings and engage in stakeholder outreach throughout the process.

WHAT IS THE ROADWAY CAPACITY PLAN?

Austin's Roadway Capacity Plan (RCP) lists roadway improvements which would be eligible for funding through Street Impact Fees. The document details projects that are designed to increase capacity in the City's roadway system based on growth projected over 10 years. The improvements include things like new road alignments, road widenings, turning lanes, as well as intersection improvements, such as new signals and roundabouts. The RCP will be in informed by the Austin Strategic Mobility Plan and the associated Street Network Table that are currently being developed by the Austin Transportation Department.

WHAT PROJECTS ARE LISTED UNDER THE RCP?

The RCP consists of projects that fall into six categories:

- **Widening** - Existing roadways that need additional width to accommodate all street features based on street design standards being updated in the Transportation Criteria Manual.
- **Access Management** - Existing undivided roadways identified by the transportation plan as needing median construction in the center turn lane.
- **New Connections** - New roadways or roadway extensions to strategically add capacity and street connectivity.
- **Intersections** - The construction or modification to existing intersections to increase capacity. This includes the installation of signals, roundabouts or turn lanes.

Some of the projects in the RCP were funded through past bond programs. Including them in the RCP will allow the City to use impact fee revenue to pay back the debt from those bonds sooner.

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HOW STREET IMPACT FEES ARE USED

Components that can be paid for through an impact fee program:

- Construction cost of capital improvements
- Survey and engineering fees
- Land acquisition costs, including Debt service of RCP
- Impact Fee Study/update costs

Components that cannot be paid for through an impact fee program:

- Projects not included in the RCP
- Repair, operation, or maintenance of existing or new facilities
- Upgrades to serve existing development
- Administrative costs of operating the program

WHAT'S THE TIMELINE FOR THE RCP?

The technical team will be finalizing the RCP in the Fall of 2018. It is anticipated to be adopted along with the Austin Strategic Mobility Plan adoption process which is estimated to be completed early 2019.

Although the RCP includes projects forecasted within a 10-year period, it is required by State law to be updated every five years by reviewing existing or proposed projects that qualify for funding under the Street Impact Fee program.

WHO PAYS FOR AN RCP PROJECT?

The City determines projects and project costs based on growth and capacity needs within a designated Service Area. Projects identified in the RCP are funded using the impact fees assessed to developers based on the type of development and amount of traffic it would generate. Alternatively, projects may be constructed by developers. Any remaining projects may be funded through other sources, such as bond programs and grants.

In addition to providing developers a more transparent and predictable process for mitigating transportation impacts for their development, a Street Impact Fee program would also allow the City flexibility on how to invest the fees collected from various developments within a Service Area, allowing for prioritization of project investments.

TO LEARN MORE, VISIT
austintexas.gov/streetimpactfee

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What is a Roadway?
For the purposes of the RCP, "roadway" means arterial or collector streets, together with all necessary components, such as curbs, gutters, sidewalks, drainage appurtenances, and rights-of-way. These streets are designated in the Street Network Table that will be included in the Austin Strategic Mobility Plan.

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Schedule

Schedule: Discussion

- RCP Schedule
  - Roll Out: Late September 2018
  - Adoption: With ASMP
- Next IFAC Meeting
  - RCP: October 2018

Questions