



**EQUITABLE.
PREDICTABLE.
TRANSPARENT.**



Street Impact Fees



City Council Mobility Committee | June 13, 2019
Austin Transportation Department

Overview

- Street Impact Fee Study Recap
- Roadway Capacity Plan (RCP) Overview
- SIF Study Assumptions Report
- Next Steps
- Questions

Project Purpose:

Why Street Impact Fees?

- Council direction to conduct impact fee study
- 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 Impact Fees Do

- Impact Fees encourage a system that:
 - **Funds transportation improvements:** Continues to fund transportation improvements through the development process
 - **Is fair among future developments:** Fee is consistent and independent of when developers build (first or last)
 - **Encourages building infrastructure:** Allows flexibility to require infrastructure to be built up front
 - **Is equitable in that all new development can contribute:** All developments can contribute relative to their impact regardless of meeting a TIA threshold

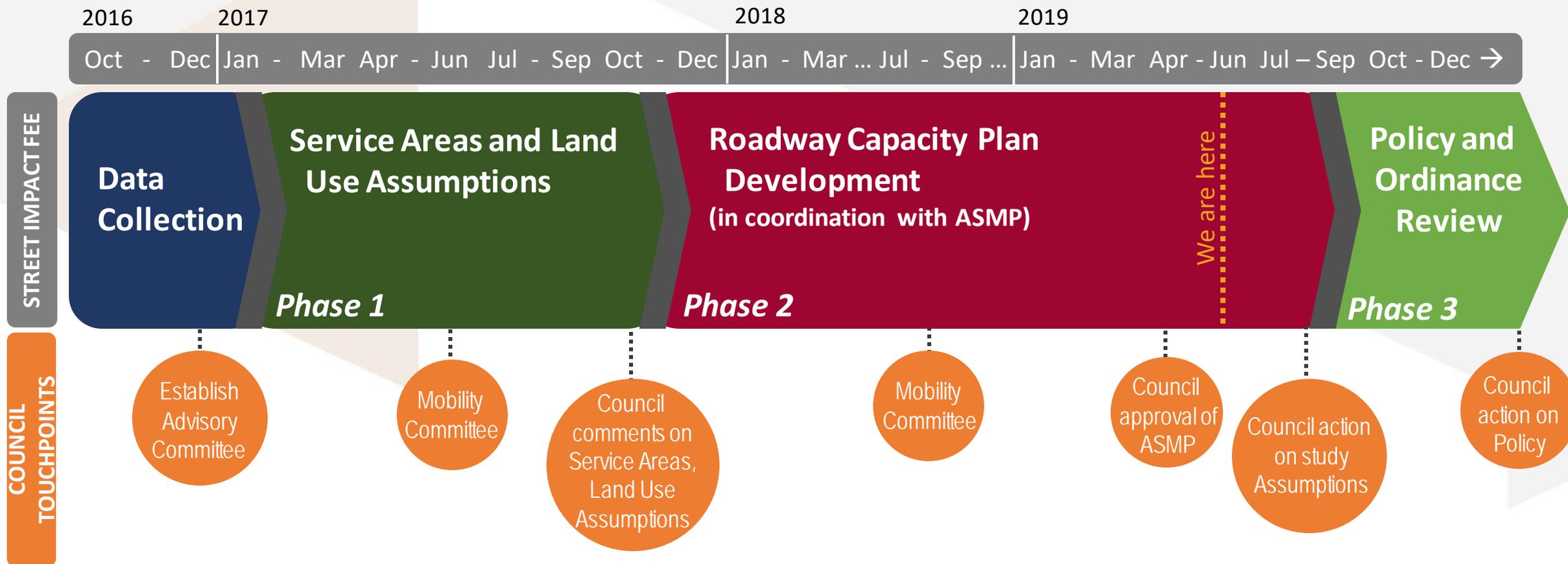
What are Street Impact Fees?

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

How do we calculate the “cost of growth for street infrastructure”?

- Project new growth for the next 10 years
 - Establish **Service Areas** within which a maximum impact fee is determined
 - Develop **Land Use Assumptions** and corresponding growth within each Service Area
- Project corresponding roadway capacity needs (**Roadway Capacity Plan**) to accommodate that growth within each Service Area

Street Impact Fee Study



Roadway Capacity Plan

Connection to ASMP

Council Action on the ASMP – April 11, 2019

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



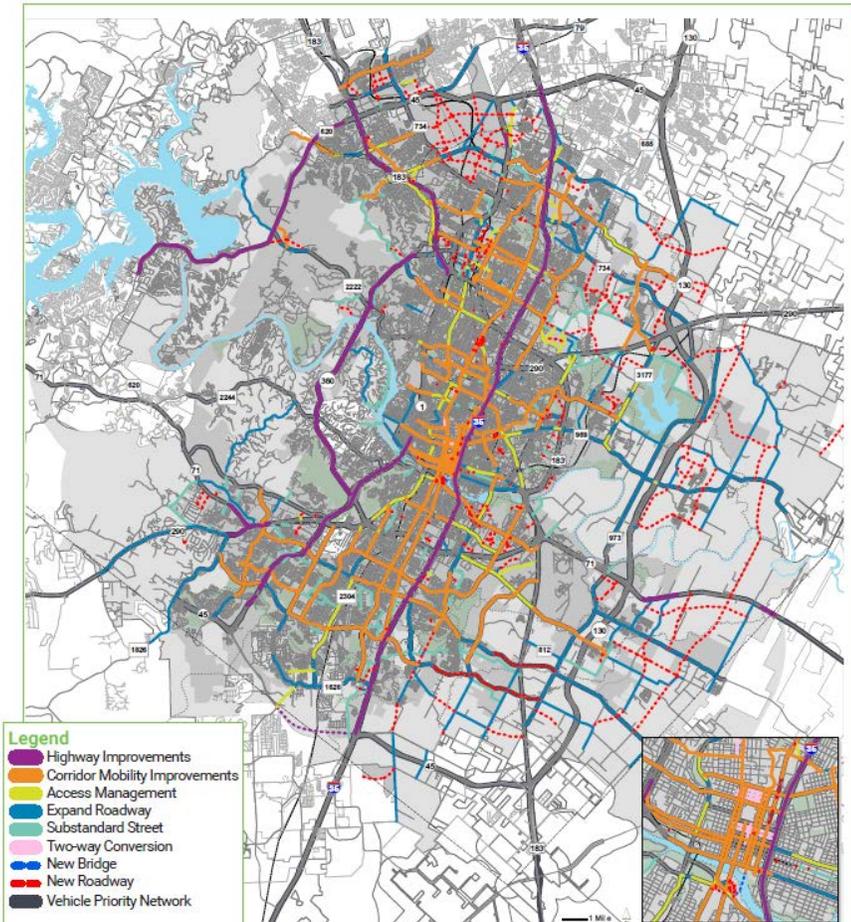
+ An Updated, Multimodal Street Network Table

SIF Roadway Capacity Plan

Roadway Capacity Plan (RCP)

Developed with the Austin Strategic Mobility Plan

Roadway Capacity Projects Map



- **Street segment projects**
 - New roads
 - Expand Roadway & Substandard Street (Widening)
 - Access Management
- **Intersection projects**
 - Signals
 - Turn lanes
 - Special intersections
- **Bond Projects**
 - Capacity-related

What can Street Impact Fees pay for?

Components that *can* be paid for

Capacity Related Projects:

- ✓ Construction cost of capital improvements in the Roadway Capacity Plan
 - Roadways – additional lanes, bridges, sidewalks and other “appurtenances” of roadways
 - Intersections – Signals, turn lanes
- ✓ Corridor Planning and Preliminary Engineering
- ✓ Survey and Engineering fees
- ✓ Land acquisition costs
- ✓ Debt Service of Street Impact Fee Plan
- ✓ Study/Update Costs

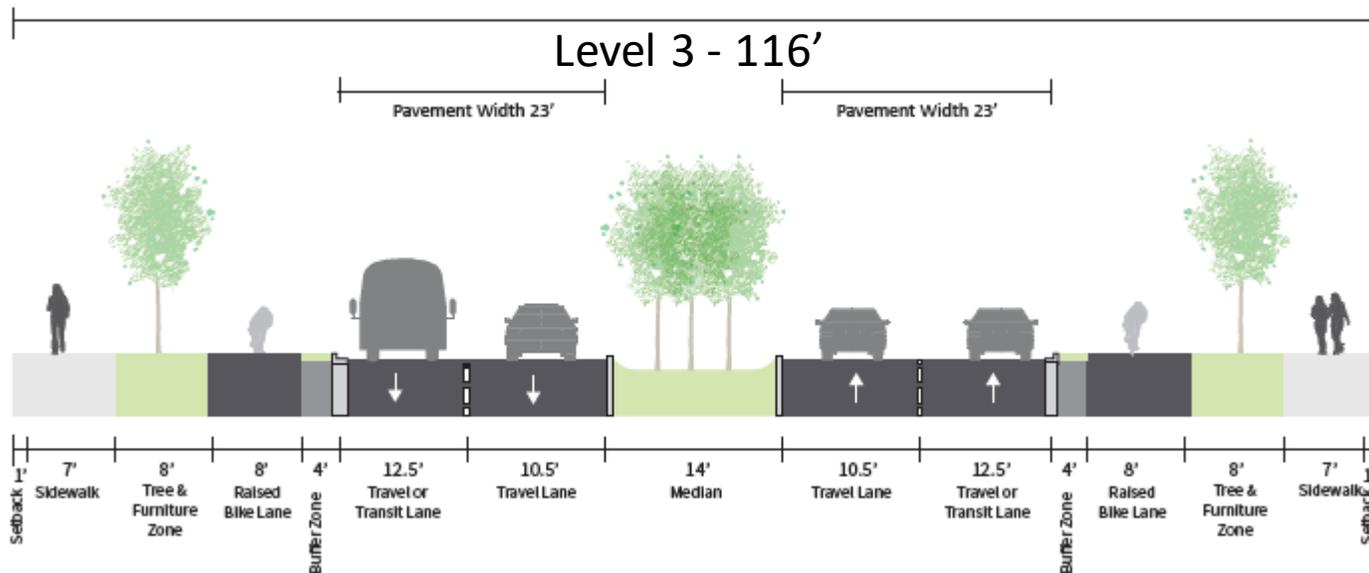
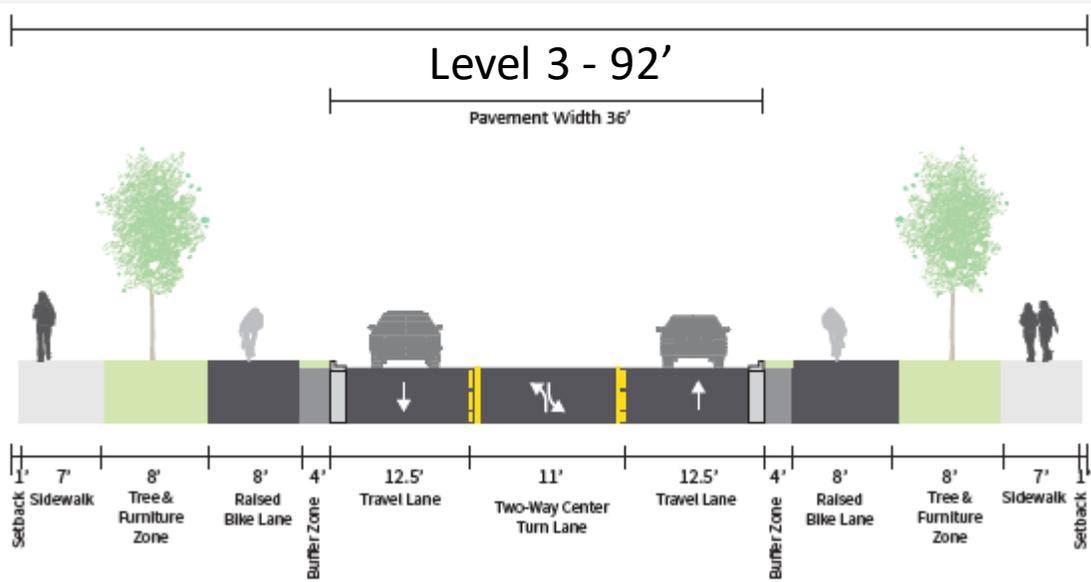
Components that *cannot* be paid for

Non Capacity Related Projects:

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

Street designs based on:

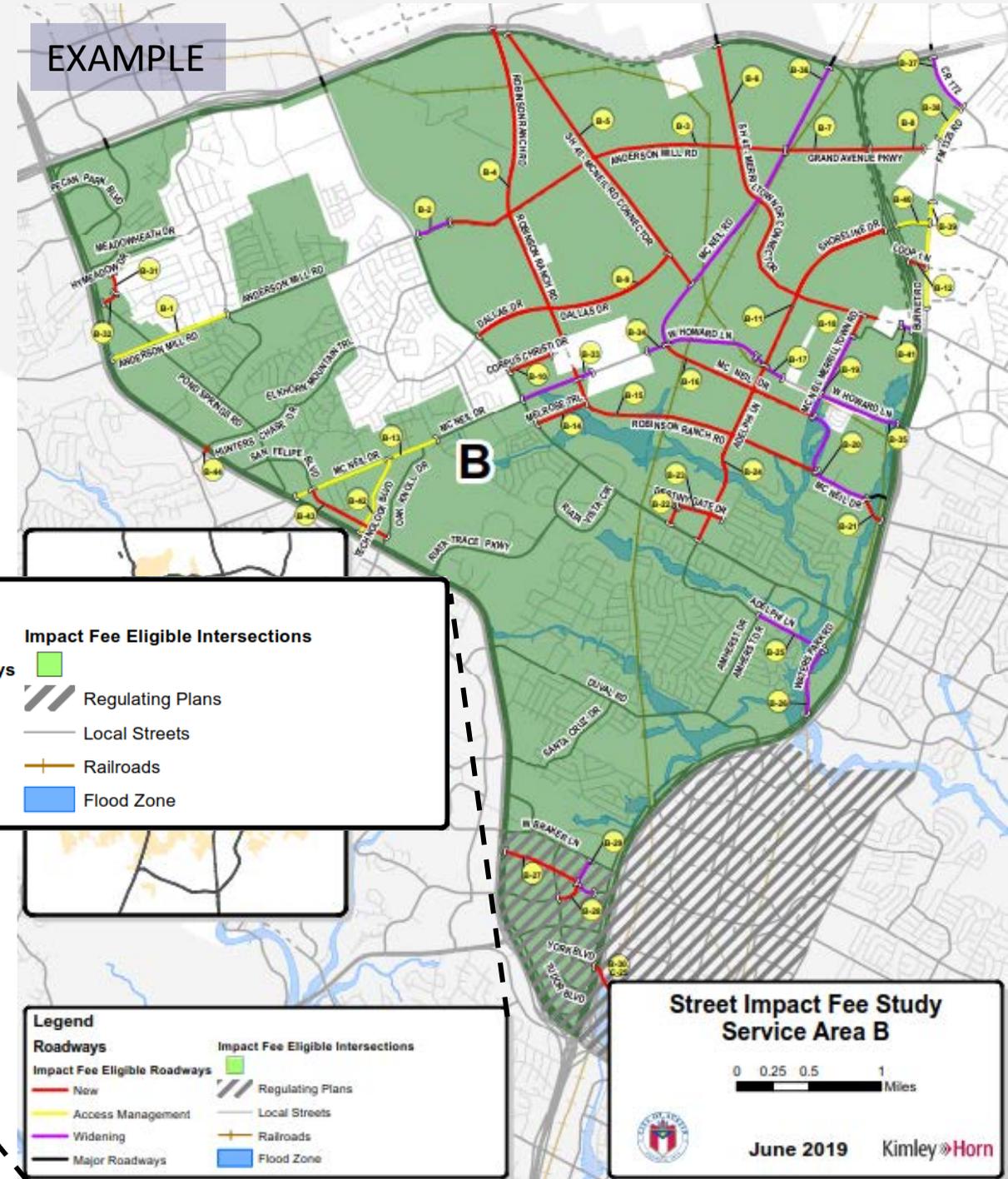
- Street Network Table → ROW
- Transportation Criteria Manual → Cross-sections



Project Identification: Segments

- Reviewed existing sources
- Identified incomplete roads
 - No curbs, sidewalks
- Determined the type of project
- Checked feasibility (ROW, etc.)
- Coordination
 - Street Network Table
 - Utilized ASMP public engagement
 - Referenced regulating plans

EXAMPLE



Legend

Roadways	Impact Fee Eligible Intersections
Impact Fee Eligible Roadways	 Regulating Plans
— New	 Local Streets
— Access Management	 Railroads
— Widening	 Flood Zone
— Major Roadways	

Legend

Roadways	Impact Fee Eligible Intersections
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**Street Impact Fee Study
Service Area B**

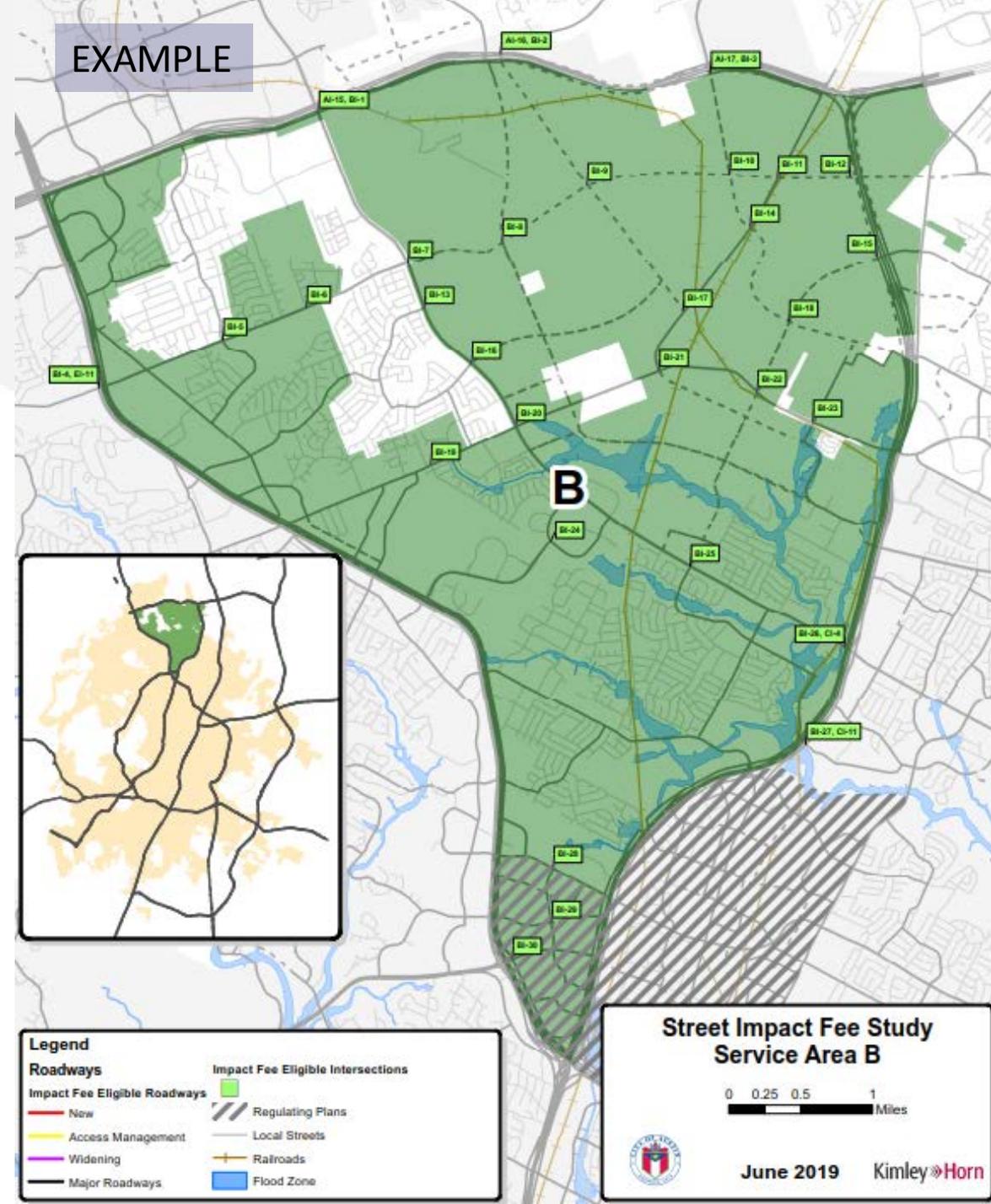
0 0.25 0.5 1 Miles

June 2019 Kimley Horn

Project Identification: *Intersections*

- Reviewed existing sources
- Identified if a location should be signaled
 - All-Way Stop Controlled?
- Does intersection need additional turn lane capacity?
- Identified eligible bond projects
- Preliminary feasibility check completed

EXAMPLE



SIF Study Assumptions Report

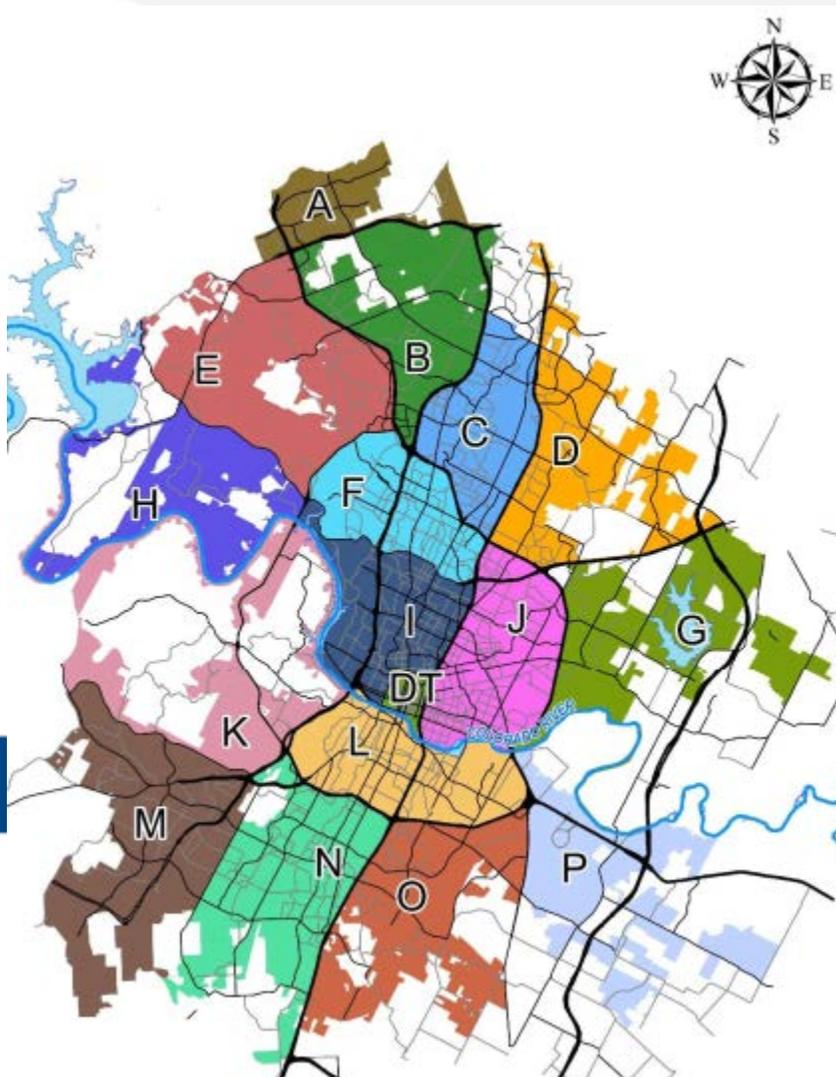
Report Materials

CITY OF AUSTIN, TEXAS
STREET IMPACT FEE STUDY
(LAND USE ASSUMPTIONS AND RCP
DRAFT)



June
2019

Prepared for the City of Austin

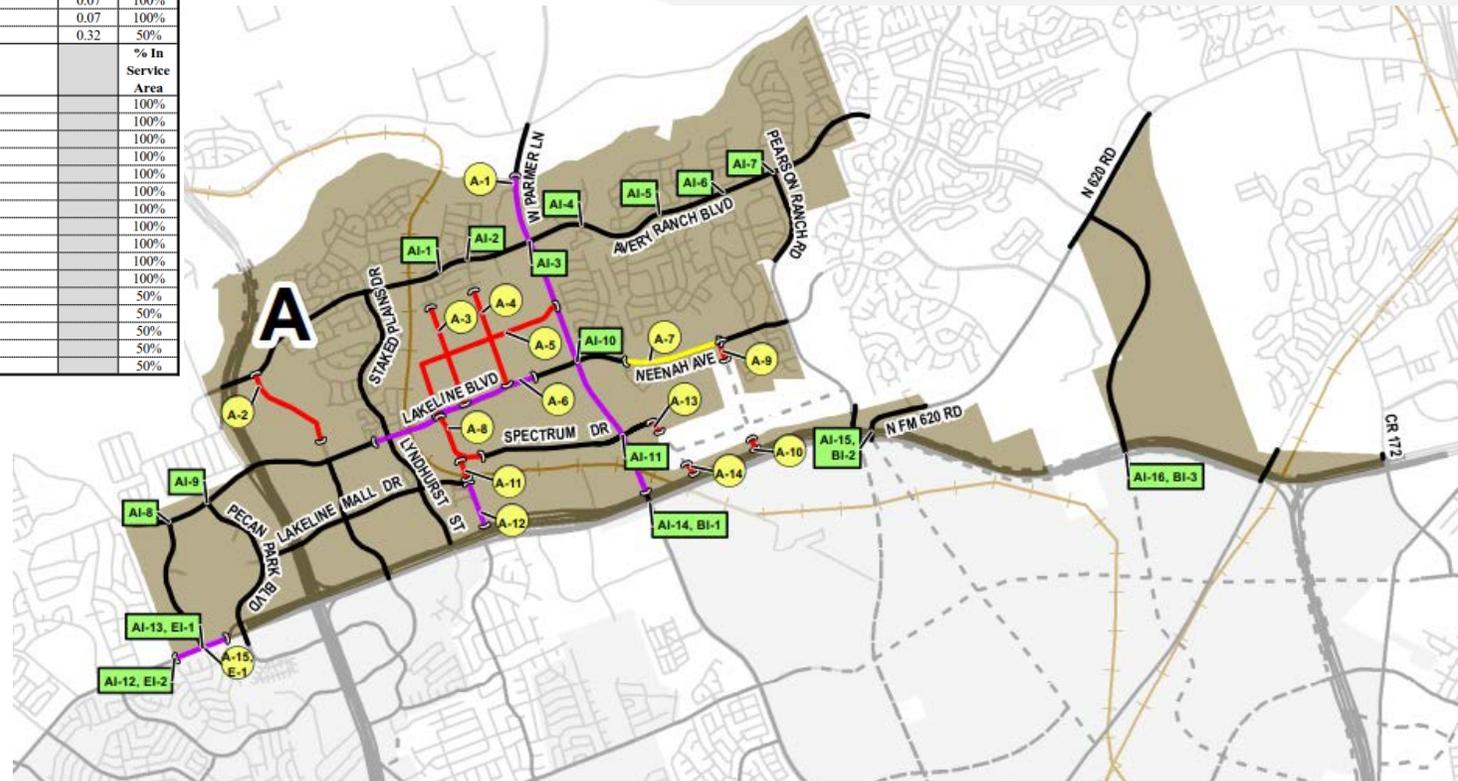


- Service Areas
- Growth Projections
- Roadway Capacity Plan

Report Materials

- Roadway Capacity Plan (RCP)
- Based on the ASMP

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SAA	A-1	L4-6D-154-TxDOT	W PARMER LN	SH 45 WB SVRD TO CITY LIMITS N.	2.00	100%
	A-2	L2-2U-78	NORTH LAKE CREEK PKWY	AVERY RANCH BLVD TO N OF LAKELINE BLVD	0.57	100%
	A-3	L2-2U-78	DUNHAM FOREST RD-LAKELINE BLVD CONNECTOR	DUNHAM FOREST RD TO LAKELINE BLVD	0.60	100%
	A-4	L2-2U-78	S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR	S CANOA HILLS TRL TO LAKELINE BLVD	0.59	100%
	A-5	L2-2U-78	CASSANDRA DR EXTENSION	LAKELINE BLVD TO PARMER LN	1.16	100%
	A-6	L3-4D-120	LAKELINE BLVD	485' W OF LYNDBURST ST TO 1337' W OF PARMER LN	1.01	100%
	A-7	L3-4D-104	NEENAH AVE	OLIVE HILL DR TO 1450' E OF SOLERA DR	0.57	100%
	A-8	L3-3U-92	SPECTRUM DR	LAKELINE BLVD TO SPECTRUM DR	0.39	100%
	A-9	L3-4D-120	NEENAH AVE TO N FM 620 RD SB CONNECTOR	NEENAH AVE TO 580' S OF NEENAH AVE	0.11	100%
	A-10	L3-4D-120	NEENAH AVE TO N FM 620 RD SB CONNECTOR	335' N OF N FM 620 RD TO N FM 620 RD	0.06	100%
	A-11	L2-2U-78	RUTLEDGE SPUR	LAKELINE MALL DR TO SPECTRUM EXTENSION	0.17	100%
	A-12	L2-2U-53	RUTLEDGE SPUR	LAKELINE MALL RD TO SH 45 WB SVRD	0.27	100%
	A-13	L2-2U-78	SPECTRUM DR TO N FM 620 RD SB CONNECTOR	SPECTRUM DR TO 375' S OF SPECTRUM DR	0.07	100%
	A-14	L2-2U-78	SPECTRUM DR TO N FM 620 RD SB CONNECTOR	370' N OF N FM 620 RD TO N FM 620 RD	0.07	100%
	A-15, E-1	L4-6D-154-TxDOT	N FM 620 RD	DEERBROOK TRL TO 600' E OF RIDGELINE BLVD	0.32	50%
				Type	Intersection	
AI-1			Signalize	AVERY RANCH BLVD AND QUARRY OAKS TRL		100%
AI-2			Signalize	AVERY RANCH BLVD AND CANOA HILLS TRL		100%
AI-3			Intersection Improvements	W PARMER LN AND AVERY RANCH BLVD		100%
AI-4			Signalize	AVERY RANCH BLVD AND AVERY CLUB RD		100%
AI-5			Signalize	AVERY RANCH BLVD AND LOXLEY LN		100%
AI-6			Signalize	AVERY RANCH BLVD AND DOUBLE EAGLE PASS		100%
AI-7			Signalize	AVERY RANCH RD AND PEARSON RANCH RD		100%
AI-8			Intersection Improvements	S LAKELINE BLVD AND RIDGELINE BLVD		100%
AI-9			Intersection Improvements	S LAKELINE BLVD AND PECAN PARK BLVD		100%
AI-10			Intersection Improvements	W PARMER LN AND LAKELINE BLVD		100%
AI-11			Intersection Improvements	W PARMER LN AND SPECTRUM DR		100%
AI-12, EI-2			Intersection Improvements	N FM 620 RD AND DEERBROOK TRL		50%
AI-13, EI-1			Signalize	N FM 620 RD AND RIDGELINE BLVD		50%
AI-14, BI-1			Intersection Improvements	N FM 620 RD AND W PARMER LN		50%
AI-15, BI-2			Intersection Improvements	N FM 620 RD AND SH 45		50%
AI-16, BI-3			Intersection Improvements	S O'CONNOR DR AND SH 45		50%



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
 - January 29, 2018
 - April 4, 2018
 - May 21, 2018
 - July 31, 2018
 - October 29, 2018
 - Next Meeting is June 13, 2019
 - Potential action to recommend Roadway Capacity Plan
- Anticipate 2-4 more meetings for Phase 3

Next Steps

- Study Assumptions Public Hearing and Council approval
 - June 20 – RCA to set public hearing
 - August 8 – hold public hearing (*tentative pending Council action*)
- Phase 3 – Fee Calculation & Policy Development
 - Begin in Fall 2019

austintexas.gov/streetimpactfee

Questions