



**EQUITABLE.
PREDICTABLE.
TRANSPARENT.**



Street Impact Fees



Design Commission | September 23, 2019
Austin Transportation Department

Topics

- Street Impact Fee Overview
- SIF Study Assumptions Report
- Next Steps
- Questions

What are Street Impact Fees?

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

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 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

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

What can Street Impact Fees pay for?

Components that *can* be paid for

Capacity Related Projects:

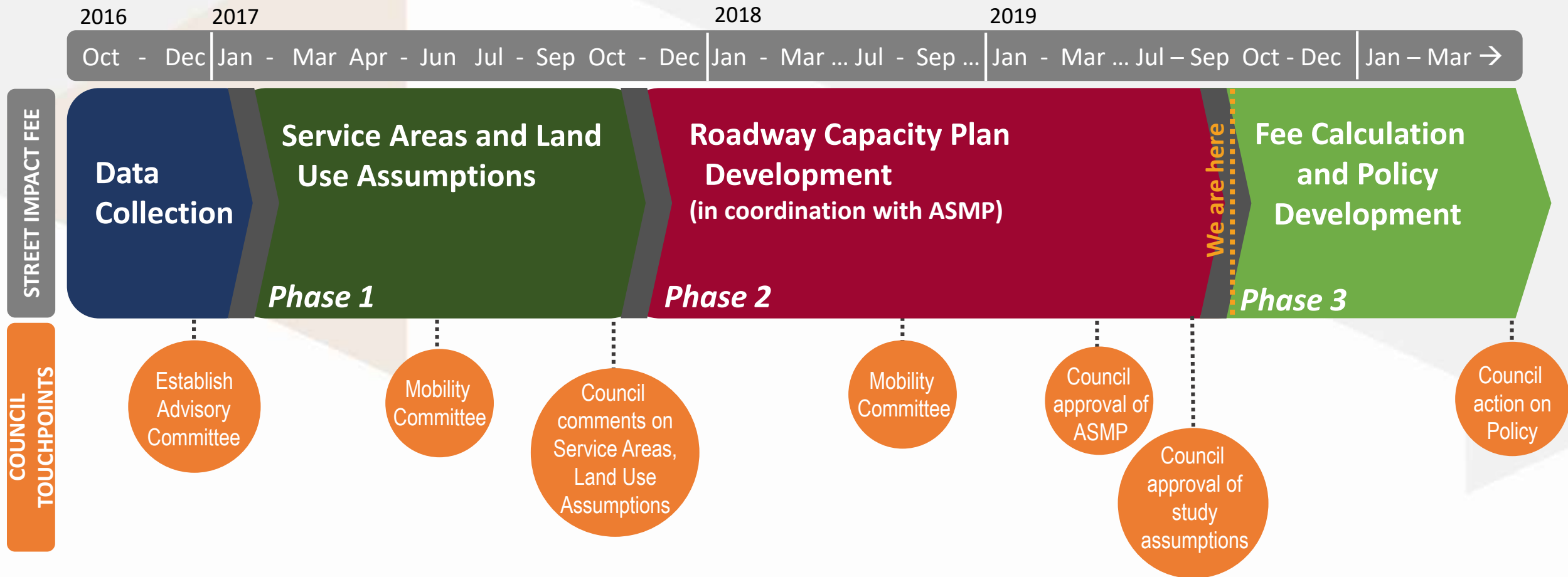
- ✓ Construction cost of capital improvements in the Roadway Capacity Plan
 - Roadways – additional lanes, bridges, sidewalks and other “appurtenances” of roadways
 - Intersections – Signals, turn lanes
- ✓ Corridor Planning and Preliminary Engineering
- ✓ Survey and Engineering fees
- ✓ Land acquisition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



SIF Study Assumptions Report

Report Materials

Council approved on August 22, 2019

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

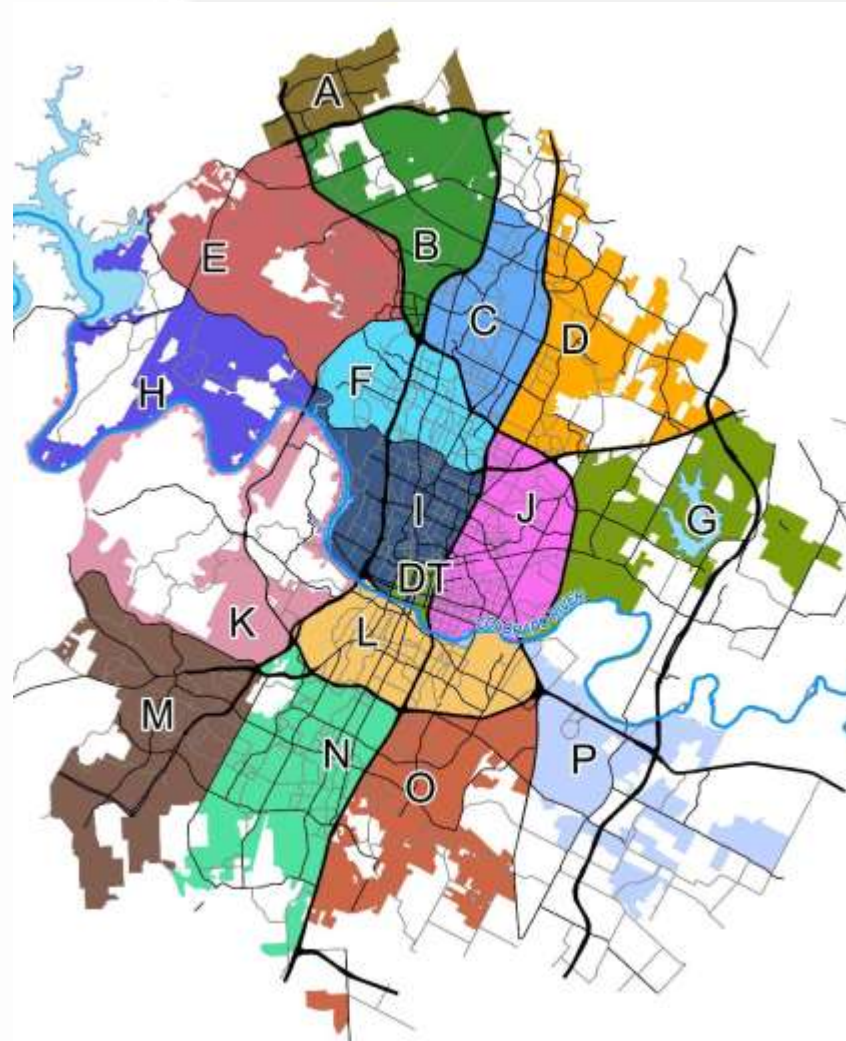


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Prepared for the City of Austin

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LUA AND RCP DRAFT

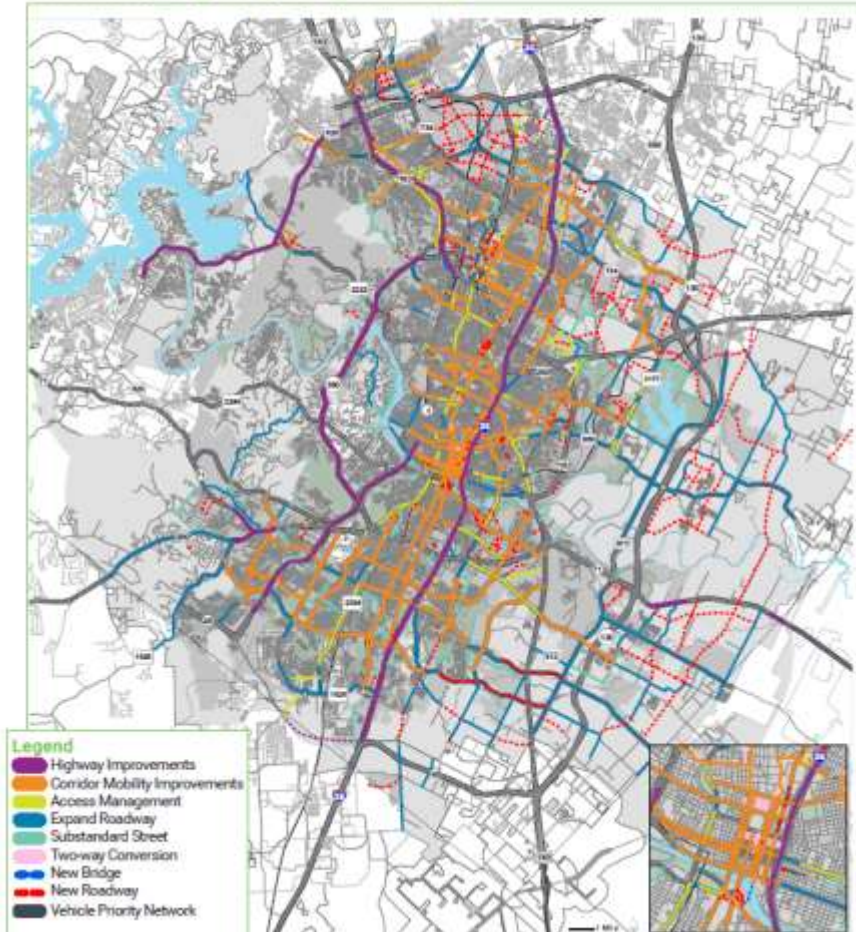


- Service Areas
- Growth Projections
- Roadway Capacity Plan

Roadway Capacity Plan

Developed with the Austin Strategic Mobility Plan

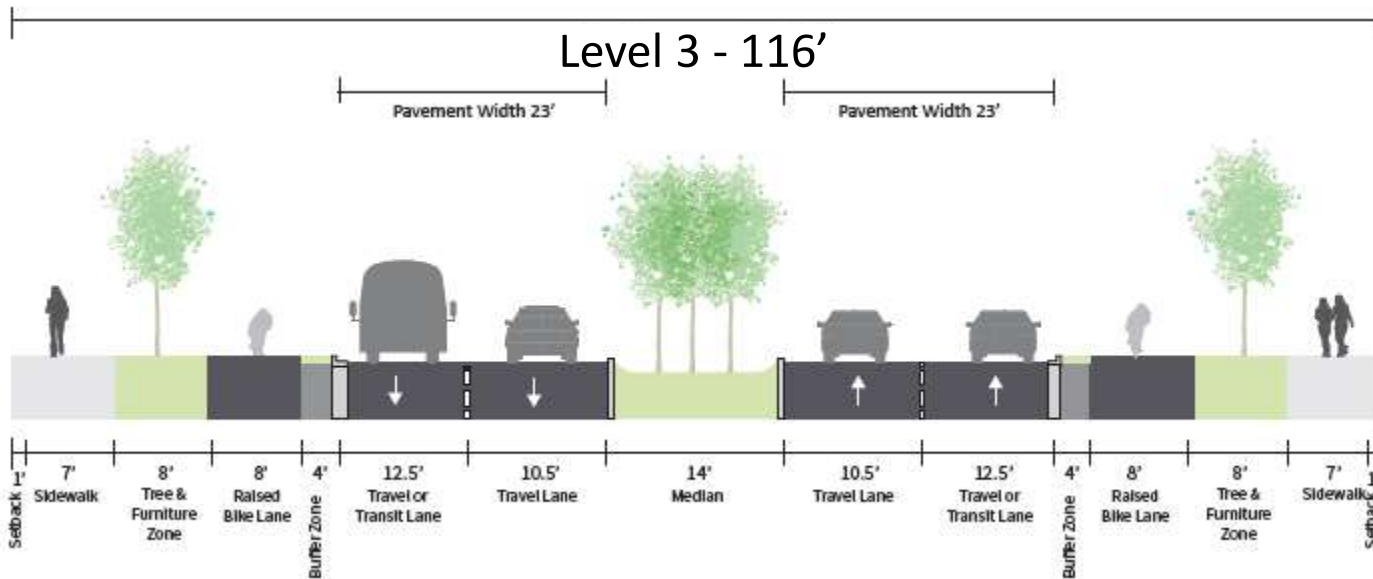
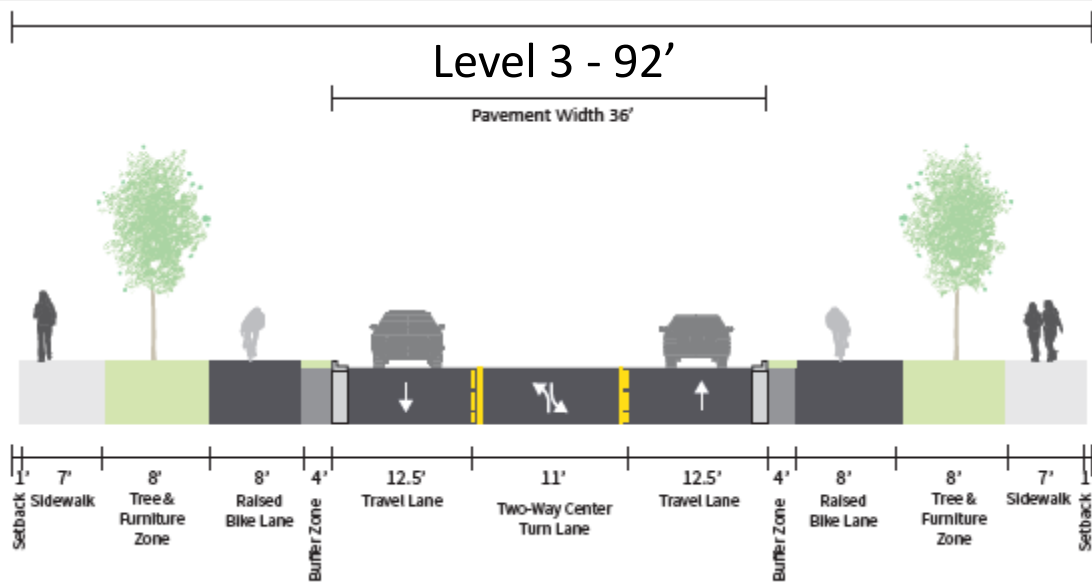
Roadway Capacity Projects Map



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

Street designs based on:

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



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
 - June 13, 2019
 - Recommended approval of Roadway Capacity Plan
- Anticipate 2-4 more meetings for Phase 3

Next Steps

- Phase 3 – Fee Calculation & Policy Development
 - Kicked-off after Council approval of study assumptions in August
 - Impact Fee Advisory Committee and stakeholder engagement
 - Future Council action needed: Fee setting and policy decisions

Staying Involved

austintexas.gov/streetimpactfee

- Study Assumptions Report
- Roadway Capacity Plan Interactive Map
- Status Reports to Mayor and Council
- FAQs
- Fact sheets
- Upcoming meetings

- Sign-up for updates

- Impact Fee Advisory Committee meetings



STREET IMPACT FEE: ROADWAY CAPACITY PLAN

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 widening, turning lanes, as well as intersection improvements, such as new signals and roundabouts. The RCP will be 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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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 2018. Staff will provide briefings and updates to Council, hold public hearings and engage in stakeholder outreach throughout the process.



BEHIND THE RCP

The City will be finalizing the RCP in the Fall of 2018. It is adopted along with the Austin Strategic Mobility Plan which is estimated to be completed early next year.

The RCP includes projects forecasted within a 10-year period by State law to be updated every five years. Existing or proposed projects that qualify for funding through an Impact Fee program.

IS AN RCP PROJECT?

Projects are identified based on growth and within a designated Service Area. Projects identified under the impact fees assessed to developers are 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.

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.

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

TO LEARN MORE, VISIT austintexas.gov/streetimpactfee



Austin Transportation Department



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Questions

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