



**EQUITABLE.  
PREDICTABLE.  
TRANSPARENT.**



# Street Impact Fees



City Council Mobility Committee: 8-16-2018  
Austin Transportation Department

# Overview

- Street Impact Fee Study Schedule
- Roadway Capacity Plan (RCP) Overview
- Review Materials
- Next Steps
- Questions

# Project Purpose:

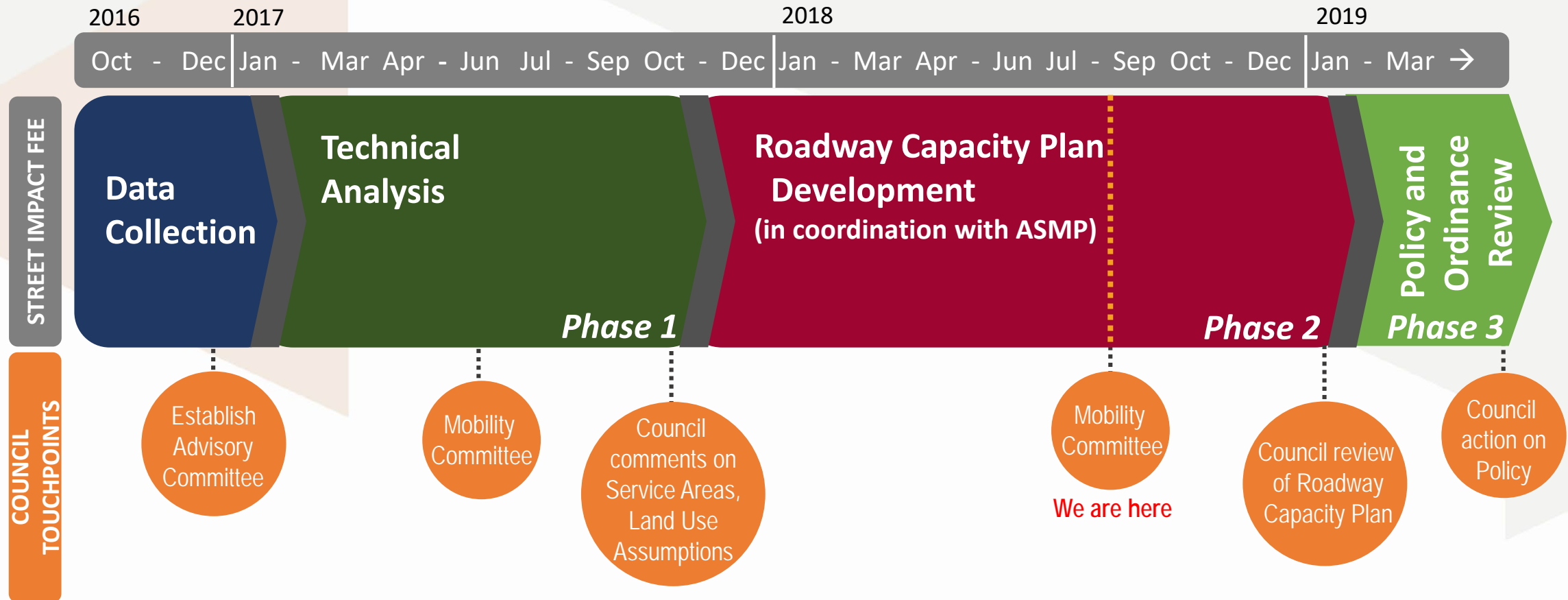
## *Why Street Impact Fees?*

- 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 are Street Impact Fees?

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

# Street Impact Fee Study



# Roadway Capacity Plan

# 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 Drinking Water Protection 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
PROPOSED 2025 AMATP ROADWAY PLAN TABLE														
ROADWAY	SEGMENT				*GIS Estimate	ROW MIN	ROW MAX							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
H 35 National Highway System	CR 111 - FM 3406	FWY 4	FWY 6					LOW						
	FM 3406 - RM 620	FWY 6	FWY 6/HOV					LOW						
	RM 620 - SH 45 (N)	FWY 6	FWY 6/HOV					LOW						
H 35 National Highway System											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			
	SH 45 (N) - Parmer Ln.										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			X
	Parmer Ln. - Rundberg Ln.										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			
	Rundberg Ln. - US 183 (N)										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 6/HOV	400	300			LOW		wo/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		
	US 290 (E) - 51st St.	FWY 8	FWY 8/HOV	400	200			LOW		wo/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			
	51st St. - MLK Blvd.	FWY 8	FWY 8/HOV	400	200			LOW		wo/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			

Update AMATP  
Roadway Table

- 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.

# Connection to 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



+ An Updated, Multimodal Roadway Table

SIF Roadway Capacity Plan



# 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

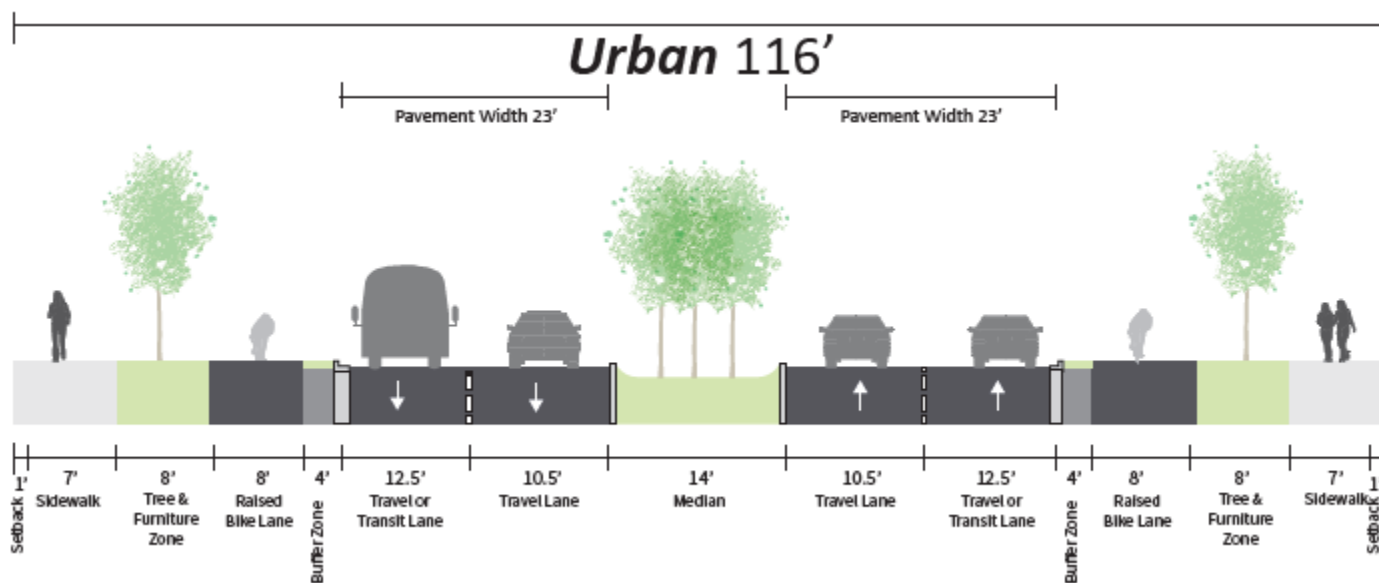
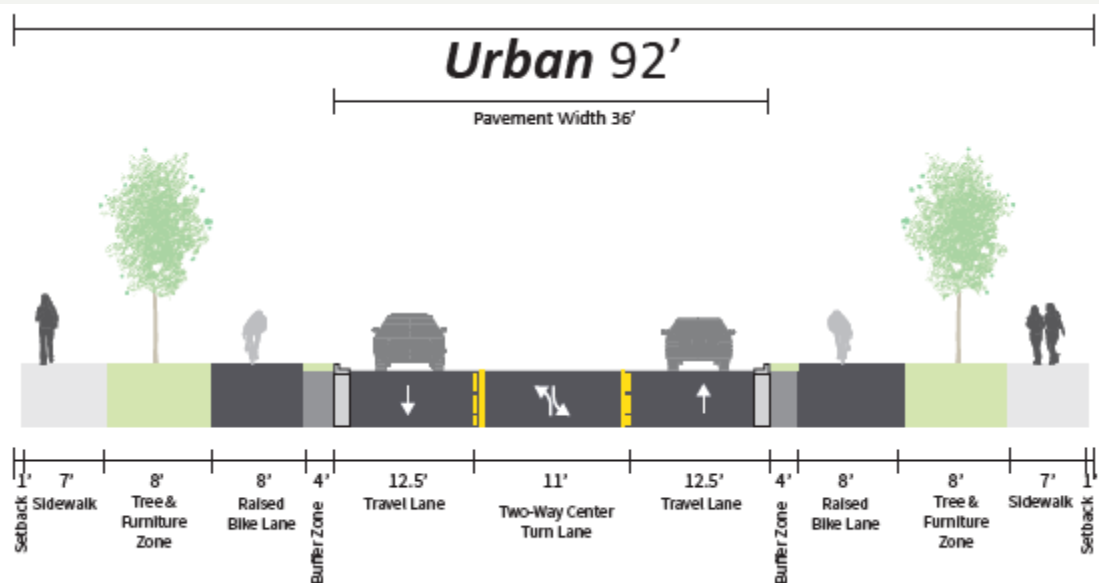
## Components that *cannot* be paid for

### 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

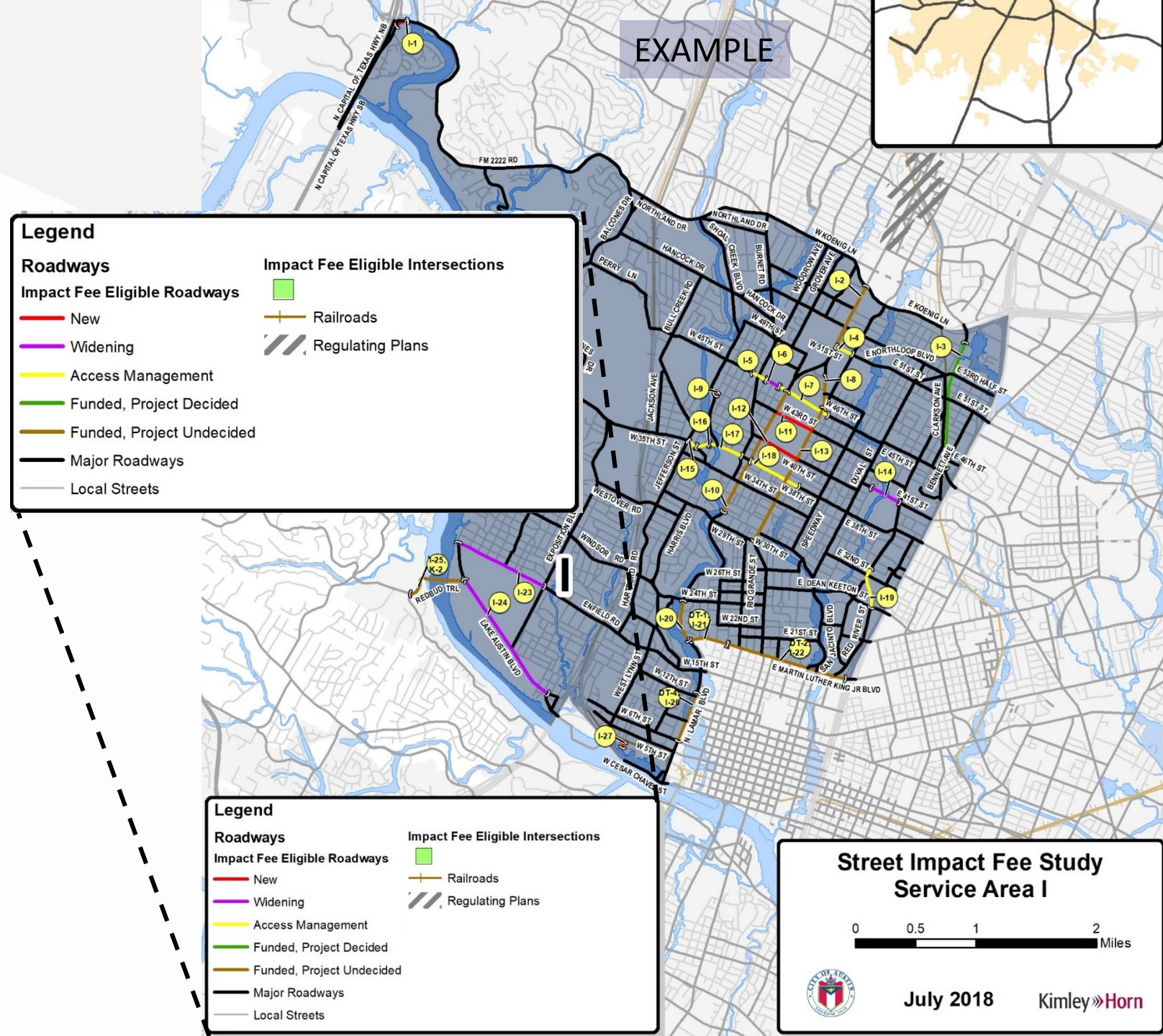
# Street designs based on:

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



# Project Identification: *Segments*

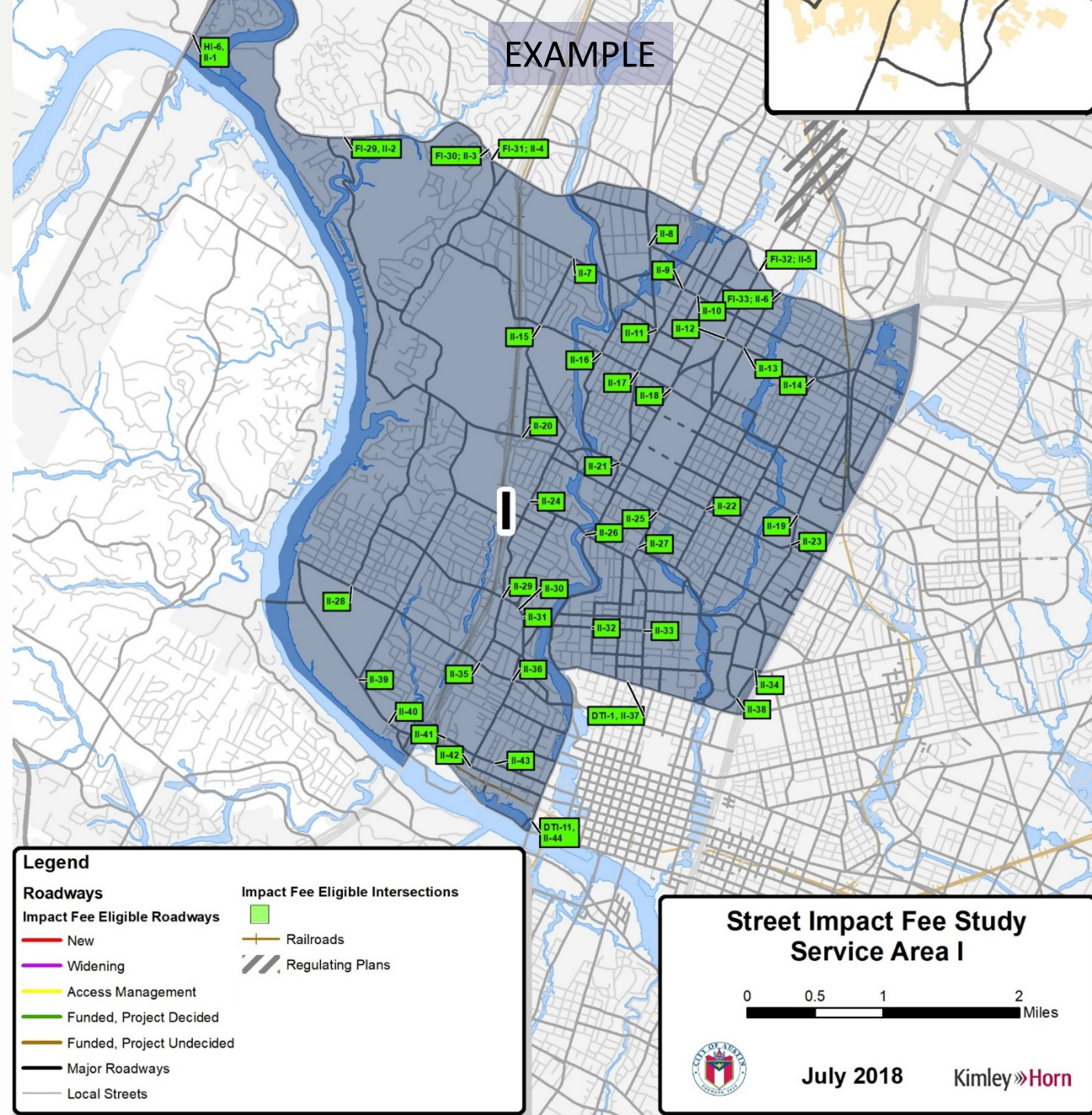
- Reviewed existing sources
- Identify incomplete roads
  - No curbs, sidewalks
- Identify road diet opportunities (*Not Eligible*)
- Identify restriping projects (*Not Eligible*)
- Check feasibility (ROW, etc.)
- Coordination
  - Refine Street Network Table
  - Utilize ASMP
  - Referenced regulating plans





# Project Identification: *Intersections*

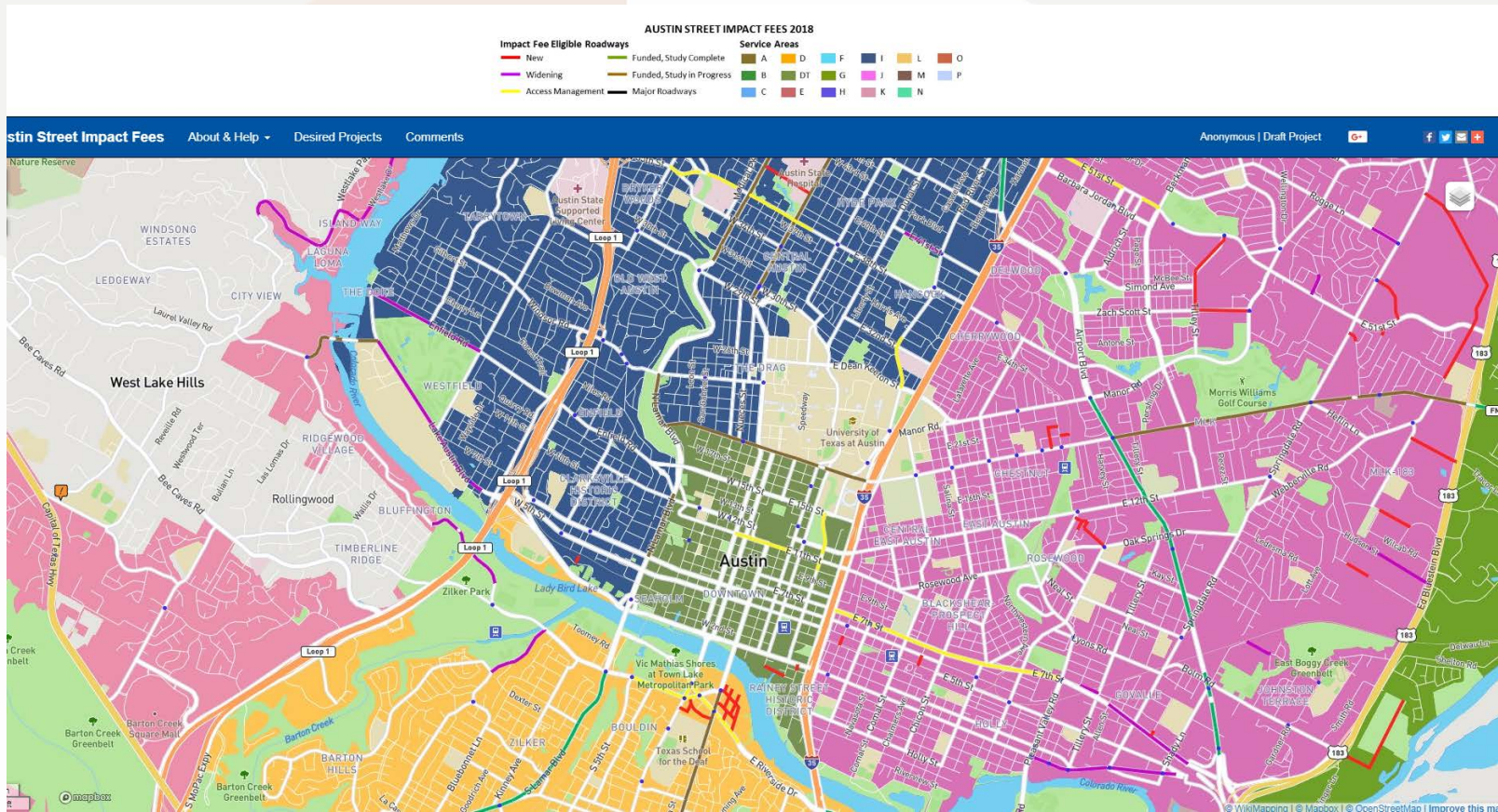
- Reviewed existing sources
- Identify if a location should be signalized
  - All-Way Stop Controlled?
- Does intersection need additional turn lane capacity?
- Innovative intersections identified
- Identify eligible bond projects
- Preliminary feasibility check completed



# Review Materials



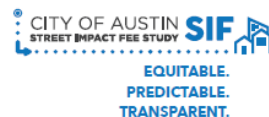
# Wiki-Map



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

# RCP 101

[austintexas.gov/streetimpactfee](http://austintexas.gov/streetimpactfee)



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.

## 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 widenings, 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.



### 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.

### 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](http://austintexas.gov/streetimpactfee)



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# Next Steps

- Roadway Capacity Plan
  - Staff review of projects, ASMP public engagement
  - Release for feedback in late September 2018
  - Adoption with ASMP
- Phase III – Policy Development
  - Begin in 2019

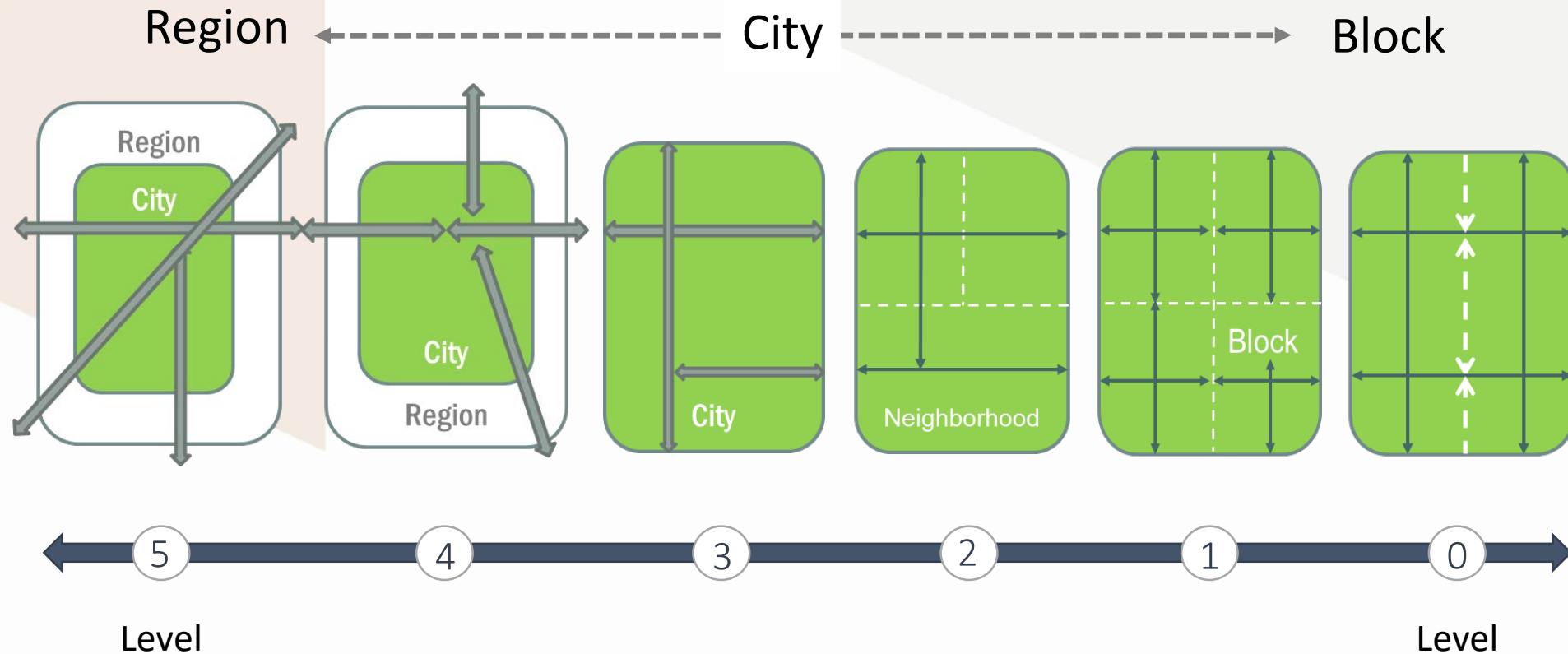


# Questions

# 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

# Street Network Table - Levels



# 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.*

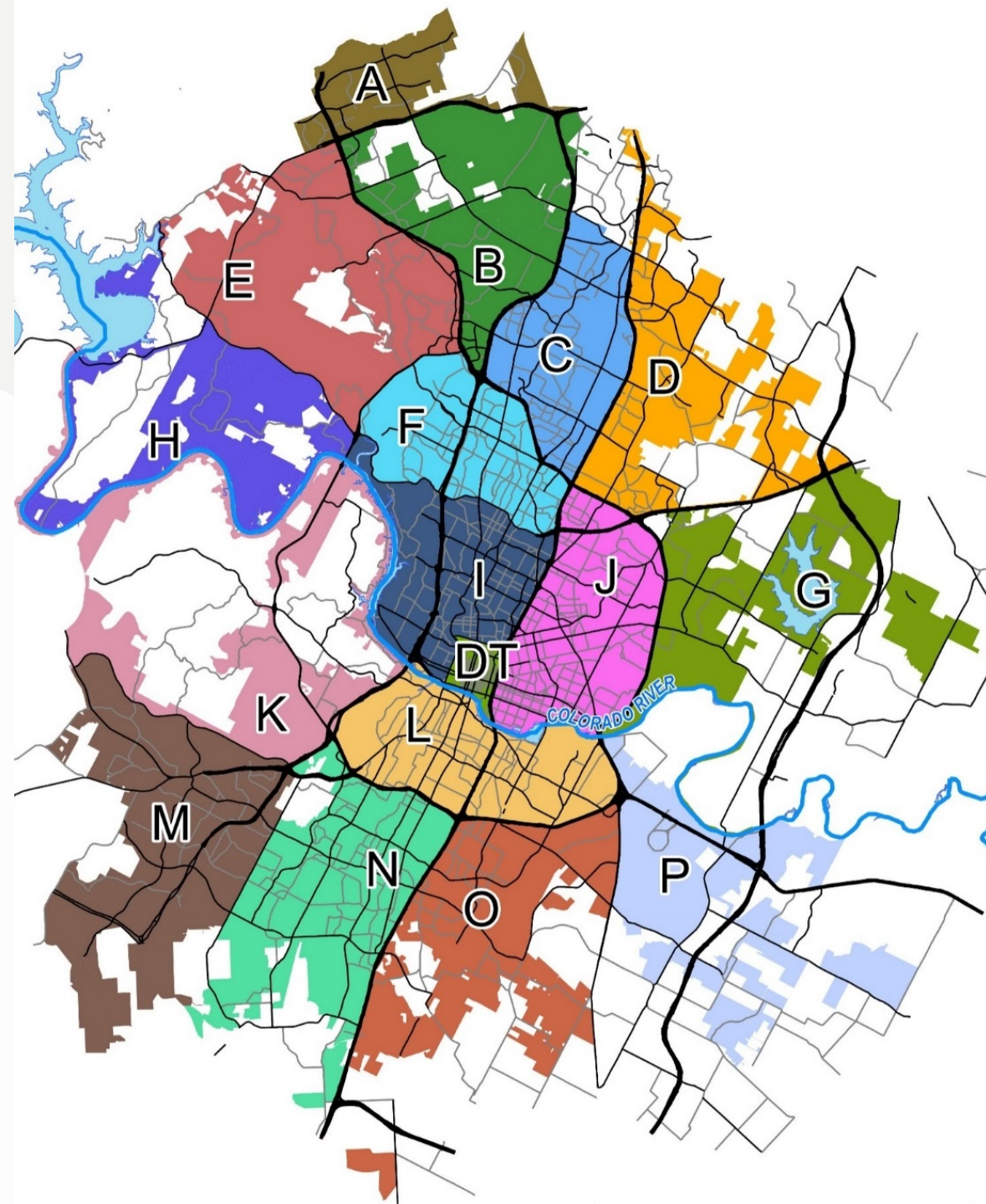
# Cost Estimating

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				
Exist. Classification: none		2" HMAC / 8" Flexible Base / 8" Lime Stabilized Subgrade.				
Prop. Classification: Local SF-1 to SF-2		Assumes base 3 ft behind back of curb.				
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

# Service Areas

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





# Land Use Assumptions

## Citywide Results

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