



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.

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 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

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