



CALCULATING THE MAXIMUM IMPACT FEE

The purpose of the City of Austin’s Street Impact Fee Study is to determine the maximum assessable impact fee per unit of new development as allowed by Chapter 395 of the Texas Local Government Code. The maximum assessable fee is a technical calculation that includes a Service Area’s 10-year anticipated growth and the identified planned roadway improvements within the Service Area, listed in the Roadway Capacity Plan (RCP) and Austin Strategic Mobility Plan (ASMP).



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 2020. Staff will provide briefings and updates to Council, hold public hearings and engage in stakeholder outreach throughout the process.

The Impact Fee Study report will provide the City Council with the maximum allowable roadway impact fee that could be assessed by the City of Austin. Following public review, discussion and a public hearing process, the City Council may establish an amount to be assessed (if any) up to the maximum established within the report and adopt a street impact fee ordinance accordingly. The ordinance would determine the actual collected fee (effective rate) as well as policies that could allow a reduction in the assessed or collected fee, referred to as Offsets and Discounts.

What are Offsets?

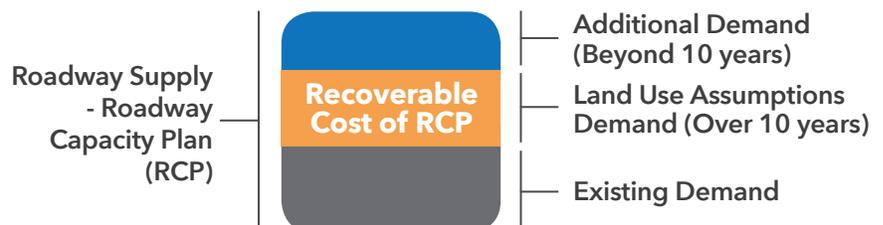
Fees would be offset by system improvements that are built by development. The implementation of offsets will be outlined in the ordinance.

What are Discounts?

Additional discounts for different development types that further other City objectives, such as affordable housing and transit-oriented development, could be included in the rate setting.

HOW IMPACT FEES ARE CALCULATED

Maximum Impact Fees per Service Unit (per vehicle-mile) are calculated by determining the cost of the 10-year RCP attributable to new growth. This is determined by looking at the supply provided by the RCP and removing existing demand (current traffic) and supply that won’t be needed in the next 10 years, based on the Land Use Assumptions for growth. This proportion of the RCP cost is the “recoverable cost of the RCP.” The maximum impact fee calculated is simply the Recoverable Cost of the RCP divided by the new service units of demand from the growth projections.

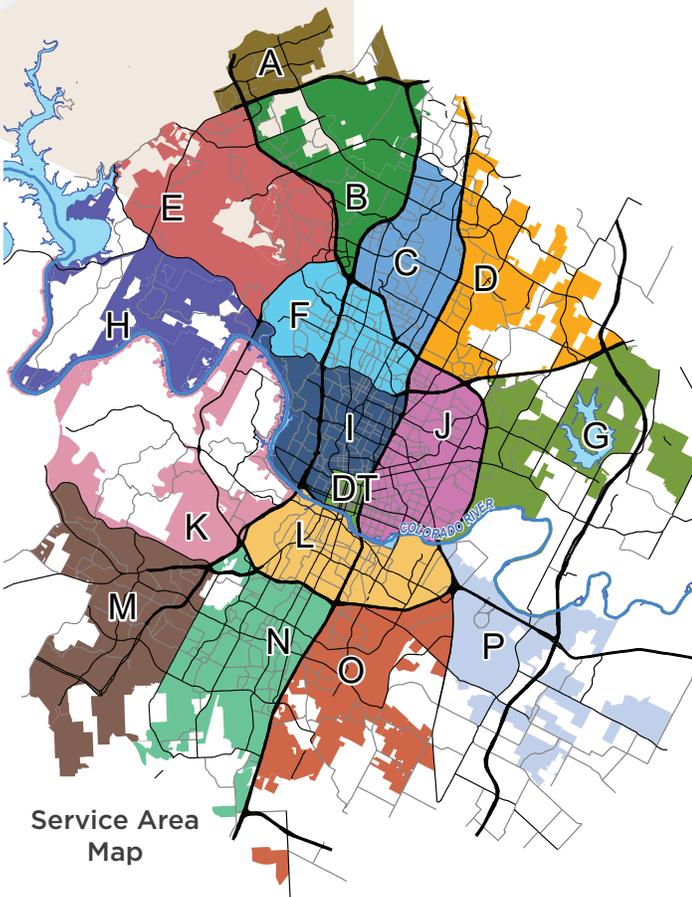


CREDITS AND FINANCING

The recoverable cost of the RCP is refined to account for credits to developer's past contributions to transportation and anticipated ad valorem taxes from new development. The cost is also refined to add costs for the debt incurred to finance the projects and reduced for the interest earnings expected on the debt.

IMPACT FEE RESULTS

Includes Townhome/Duplex Equivalent Maximum Fee



$$\text{Maximum Impact Fee Per Service Unit} = \frac{\text{Recoverable Cost of the RCP (\$)}}{\text{New Service Units of Demand}}$$

Service Area	Determined by Study		Determined by Council
	Maximum Fee Per Service Unit (per vehicle mile)	Equivalent Maximum Fee Per Townhome/Duplex *	Collection Rate Per Service Unit** (per vehicle mile)
A ²	\$ 1,472	\$ 3,548*	\$ TBD**
B ²	\$ 4,479	\$ 10,974*	\$ TBD**
C ²	\$ 3,642	\$ 8,777*	\$ TBD**
D ²	\$ 2,218	\$ 5,345*	\$ TBD**
DT ¹	\$ 1,361	\$ 2,205*	\$ TBD**
E ²	\$ 2,043	\$ 4,923*	\$ TBD**
F ²	\$ 1,604	\$ 2,599*	\$ TBD**
G ²	\$ 3,071	\$ 7,402*	\$ TBD**
H ²	\$ 1,543	\$ 3,719*	\$ TBD**
I ¹	\$ 1,712	\$ 2,773*	\$ TBD**
J ¹	\$ 3,724	\$ 6,033*	\$ TBD**
K ²	\$ 5,752	\$ 13,862*	\$ TBD**
L ¹	\$ 2,520	\$ 4,082*	\$ TBD**
M ²	\$ 2,415	\$ 5,820*	\$ TBD**
N ²	\$ 1,507	\$ 3,632*	\$ TBD**
O ²	\$ 3,921	\$ 9,449*	\$ TBD**
P ²	\$ 3,011	\$ 7,258*	\$ TBD**

TO LEARN MORE, VISIT austintexas.gov/streetimpactfee



Contact:
Public Information Office
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Office: (512) 974-8000
ATDPIO@austintexas.gov

1 - INSIDE "THE LOOP"
Trip Length for Single Family House is 2.83 miles

2 - OUTSIDE "THE LOOP"
Trip Length for Single Family House is 4.30 miles

* One or two levels (floors) per building such as duplex, townhomes, and single family houses <1,200 SF

** Must be less than or equal to maximum impact fee as determined by the Study