

Briefing on Street Impact Fee Implementation

Impact Fee Advisory Committee | May 11, 2021

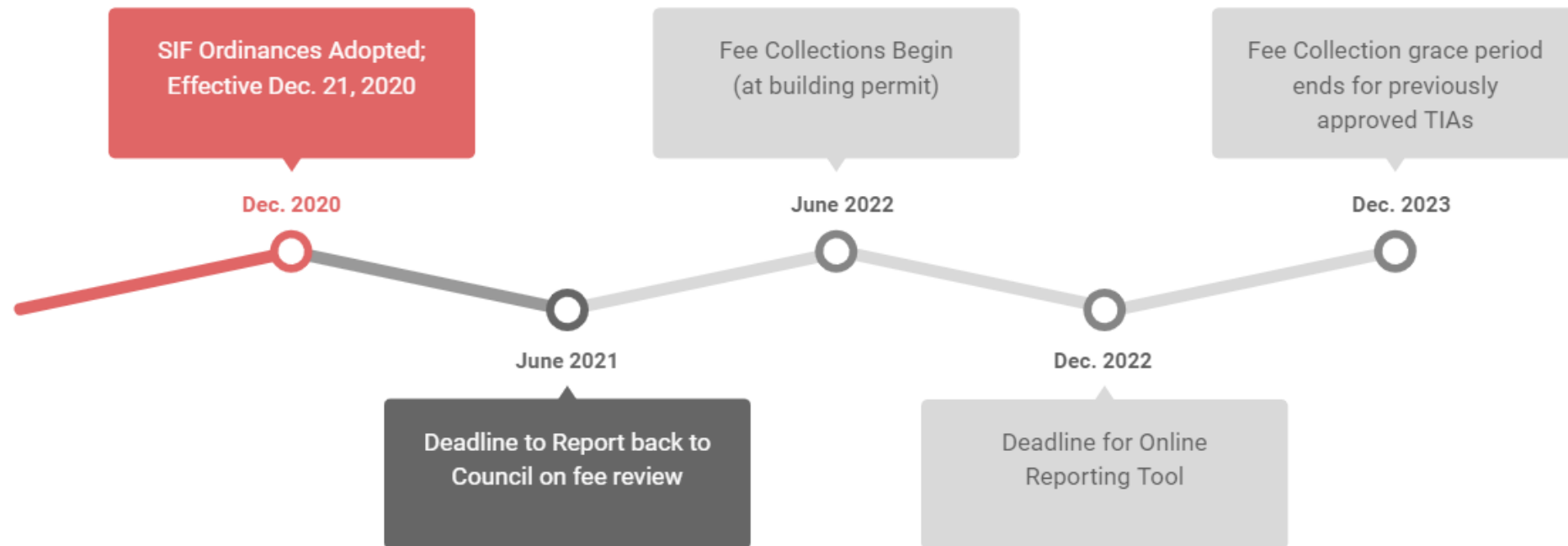


Briefing Overview

- Staffing update
- Street Impact Fee Implementation Overview
- Report to Council
 - Stakeholder Communication
 - Fee Review




Implementation Timeline



Implementation Projects

- Communications
 - E-newsletters, website, FAQ, contact info
- Process
 - Internal Procedures (i.e., Administrative Guidelines)
 - Interdepartmental Procedures
 - Procedures for Applicants
 - SIF Estimator Worksheet
- Transparency
 - Database & Public Web Viewer (per Council direction)
 - Financial System & Tracking
 - Ongoing Reporting (Impact Fee Advisory Committee)
- Roadway Capacity Plan Project Prioritization & Selection

 **THIS WORKSHEET IS FOR ILLUSTRATION PURPOSES ONLY. THE FEES REPRESENT THE ORDINANCE IN EFFECT, BUT SHALL BE DETERMINED AT BUILDING PERMIT APPLICATION.** **Street Impact Fee Estimator Worksheet**
City of Austin, Texas
<http://www.austintexas.gov/transportation/street-impact-fee>

Development Name: _____
Applicant: _____
Legal Description (Lot, Block): _____
Case Number: _____ Date: _____
TIA Ref # (if applicable): _____

Date of Final Plat Approval: ☐ On or after December 21, 2020
Date of Building Permit Issuance: ☐ On or after December 21, 2023
Service Area (select from list): ☐ K, Outside SL 365

☐ TIA Approval to December 21, 2020
Indemnification Project? ☐ Indemnification Project? ☐ Indemnification Project?

(1) Effective date of the ordinance is December 21, 2020 and a grace period of 18 months applies. As a result no fee until building permits issued June 21, 2022 or later.
(2) Applicant may be eligible for reductions or offsets for infrastructure built. Applicant to apply for offset with Austin Transportation Department.
(3) Total Street Impact Fee Collection Amount represents the sum of Proposed Land Uses Schedule 2 less Existing Land Uses associated fees, or net new trips.

STREET IMPACT FEE CALCULATION:

PROPOSED LAND USES	Development Unit	# of Units	PM Peak Hour Trip Rate	Trip Length (Miles)	Demand (Vehicle Miles)	Potential Collection Amounts
Land Uses (select from list)						Impact Fee Per Development Unit Street Impact Fee

Note: For Approval and Building Permit dates



Council Direction on Implementation



Council Direction: Report to Council by June 1

"Council directs staff to **continue working with stakeholders to address outstanding questions and concerns**, as well as continue the cross-departmental effort to **evaluate all existing fees levied on development projects** and identify fees that could either be eliminated or reduced to offset the increases from street impact fees. Staff shall provide council with an update on these efforts at or before the June 1st, 2021 Council Work Session."



Stakeholder Communication

Past Meetings:

- Jan. 19 – Impact Fee Advisory Committee
- March 30 – Real Estate Council of Austin
- April 19 – American Institute of Architects – Austin Chapter

Upcoming Opportunities:

- Info Session on Ordinances – May (date TBD); virtual
- Info Sessions on SIF Estimator Worksheet – June (dates TBD)
 - Notification of upcoming meetings via email list & department communications
- Website updates (SIF webpage, TDS webpages): adding FAQ, additional detail on changes to TIA process
- Staff are available to present to groups as requested



Review of Development Fees

- Administrative fees: Cost of Service (funds staff review and administration of development applications)
- Mitigation fees (funds identified street improvements to offset impact of development)
- Administrative fees reviewed/updated each year with budget based on the cost of service
- No fee changes proposed for FY22 (begins Oct. 1, 2021)
- Implementation of Street Impact Fee will not increase the review (administrative) fees for development



Administrative Development Review Fees

- Zoning, Subdivision, and Site Plan review for all proposed projects
 - Shared or off-site parking; analysis of existing parking lot, Transportation (T) Plans
- Review/approval of all Transportation Impact Analyses (TIAs) and production of final memos
- Driveway waivers and variances
- Transportation Engineering Review
- Transportation Planning Review
- Site Plan Revisions
- Many other review functions across the City



Transportation Mitigation Fees

- Fees associated with transportation mitigation in the area adjacent to proposed developments
 - Directly related to the proposed development's impact on the transportation network
 - Mitigations must have a "Nexus" related to the site to be developed
- Payment of fee / fund toward street improvements:
 - Turn lanes
 - Signalization of intersection(s)
 - Road widening
 - Pedestrian/bicycle connections
 - Bond Corridor projects
 - Addition/movement of CapMetro bus and rail stops
 - Intersection improvements
 - ADA accessibility improvements
- Construction of improvements can often be provided instead of payment of fee/ mitigation fund
 - New roadways or connections listed in the Austin Strategic Mobility Plan (ASMP)
 - Bike lanes/shared use path in the vicinity of the site
 - Safe pedestrian crossings
 - Urban trail segments in vicinity of site



Yearly Transportation Mitigation Summary

Calendar Year	Fiscal Surety Collected (\$)	Fiscal Surety Cases (Count)	Fee-In-Lieu Collected (\$)	Fee-In-Lieu Cases (Count)	Total Collected
2018	\$ 3,878,830	32	\$ -	0	\$ 3,878,830
2019	\$ 4,089,258	22	\$ 3,164,779	26	\$ 7,254,037
2020	\$ 1,090,550	4	\$ 5,594,123	35	\$ 6,684,673
Total	\$ 9,058,638	58	\$ 8,758,901	61	\$ 17,817,540

- Fiscal Surety and Fee-In-Lieu **will NOT BE Collected** once Street Impact Fees begin to be collected
- These mitigation funds will be completely replaced by the SIF



Additional Council Direction: Implementation Process

"The City Manager is directed to establish a **transparent process for the initial adoption of changes to the Transportation Criteria Manual related to implementation of the Street Impact Fee ordinances and other administrative guidelines related to implementation of the Street Impact Fee ordinances.**

As part of this process, the applicable changes to the Transportation Criteria Manual and administrative guidelines should be reviewed for conflicts and approved by all related departments, and the final version of changes to the Transportation Criteria Manual and administrative guidelines should be reviewed by the most applicable technical advisory commission for input as part of the stakeholder process.

Approval by the technical advisory commission of changes to the Transportation Criteria Manual and administrative guidelines is not required. The goal of this new process is to limit the possibility of an appeal to the City Manager, and to provide as much opportunity for transparent feedback and stakeholder input as possible. The City Manager should report to Council on changes to the rules process and provide any implementing ordinances or resolutions as necessary."



TCM Update Overview

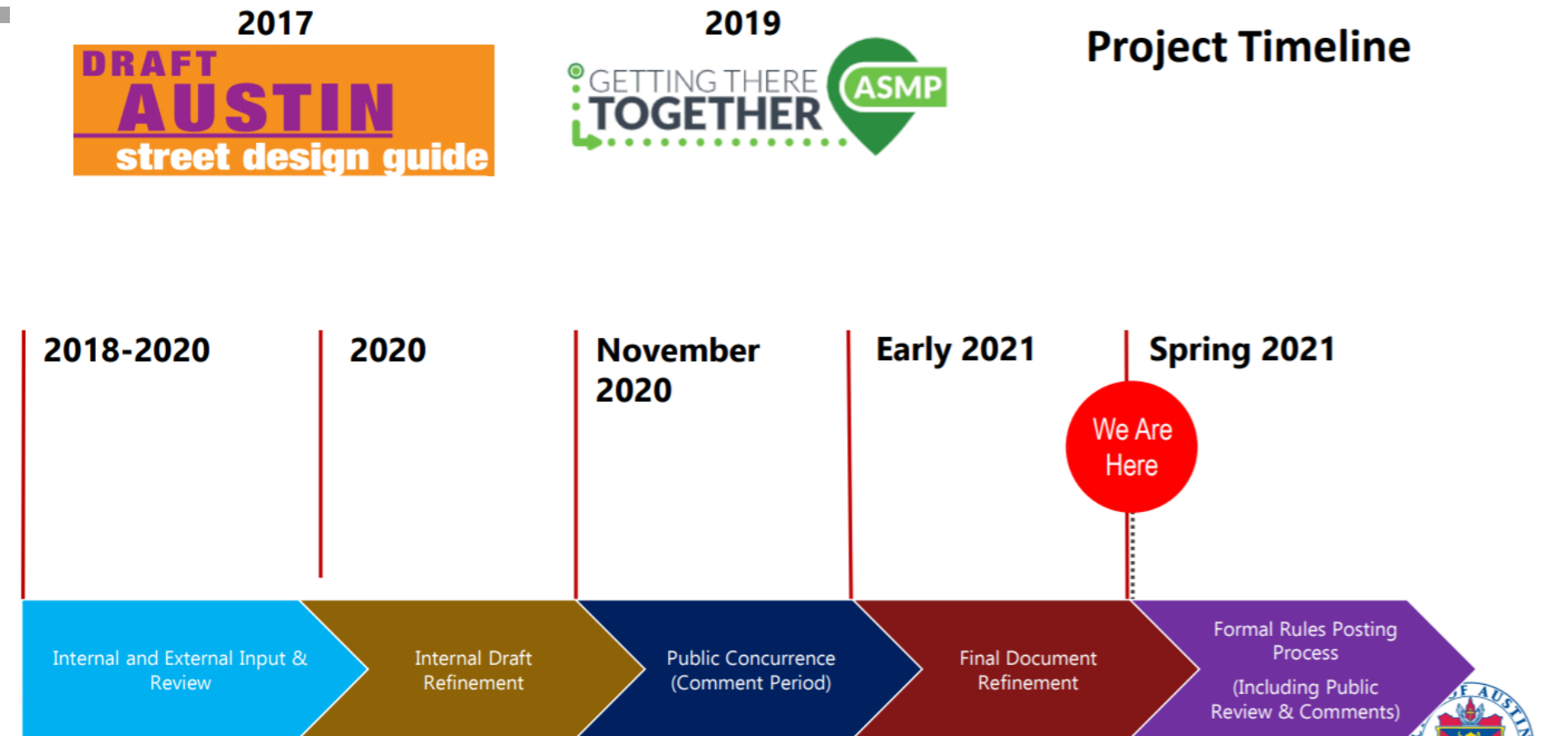
The criteria presented in the updated Transportation Criteria Manual provide a foundation or starting point for engineering design decisions. The criteria presented in the manual are based largely upon the standards, guidelines and policies set forth by the American Association of State Highway and Transportation (AASHTO), National Association of City Transportation Officials (NACTO), and the Institute of Transportation Engineers (ITE).

Summary of Significant Changes:

- Prioritized safety for sustainable modes of travel (peds, bikes, etc.)
- Modernized criteria to be in line with current local & national best practices
- Introduced flexible design to account for existing conditions
- Updated criteria for analysis of development transportation impacts



TCM Project Timeline



For more information:

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