



## MEMORANDUM

**TO:** Impact Fee Advisory Committee

**FROM:** Dan Hennessey, P.E., PTOE, RSP1  
Transportation Public Works Department

**DATE:** April 17, 2023

**SUBJECT:** **Street Impact Fee Biannual Update**

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The tables and charts on the following pages summarize the administration and operations of the Street Impact Fee (SIF) program as of April 17, 2023. This report is based on financial information reported in the City's accounting and accounts receivable systems.

Street Impact fees collected in the period from June 22, 2022 to April 14, 2023 totaled **\$2,918,701.33**. To date, no money has been spent on eligible projects from the Street Impact Fee program.

Service Area DT had the highest collection of fees in the period summarized in this memo (\$1,181,121) and has the highest balance of cash for eligible projects. Service Areas O and P have not yet had any fees collected.

Please contact Dan Hennessey ([dan.hennessey@austintexas.gov](mailto:dan.hennessey@austintexas.gov), 512 574 1305) with any questions or for more information.

**CC:** Robert Goode, P.E., Interim Assistant City Manager  
Richard Mendoza, P.E., Interim Director, Transportation Public Works Department  
Upal Barua, P.E., PTOE, Development Officer

Texas Local Government Code, Chapter 395, Section 395.058, requires that the Impact Fee Advisory Committee “file semiannual reports with respect to the progress of the capital improvements plan and report to the political subdivision any perceived inequities in implementing the plan or imposing the impact fee.” This report supports the committee by providing financial information about the collection of impact fees, and the value of fee waivers and exemptions. Waivers are granted for policy reasons or are negotiated by City Council; exemptions are allowed under legal code or statute. In this report waivers are shown for the specific eligible exemption.

The ensuing pages show the following information that may be of interest to the Mayor, City Council, the Impact Fee Advisory Committee, and/or members of the general public:

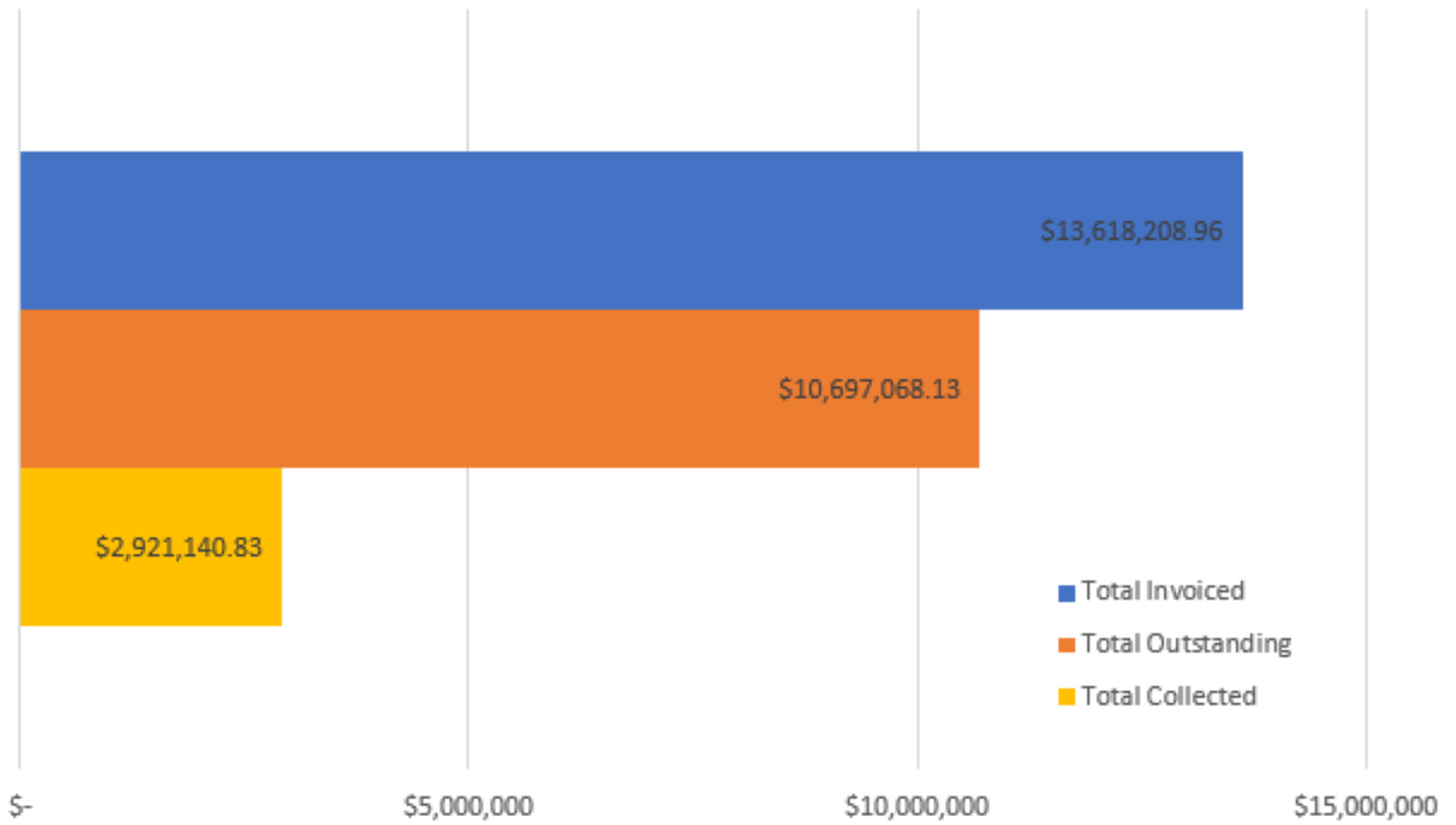
Page 3 (Figure 1) shows the Street Impact Fees invoiced and collected to date.

Page 4 (Figure 2) is similar to Chart 1 but shows the total amount collected since the inception of the Street Impact Fee program in each Service Area.

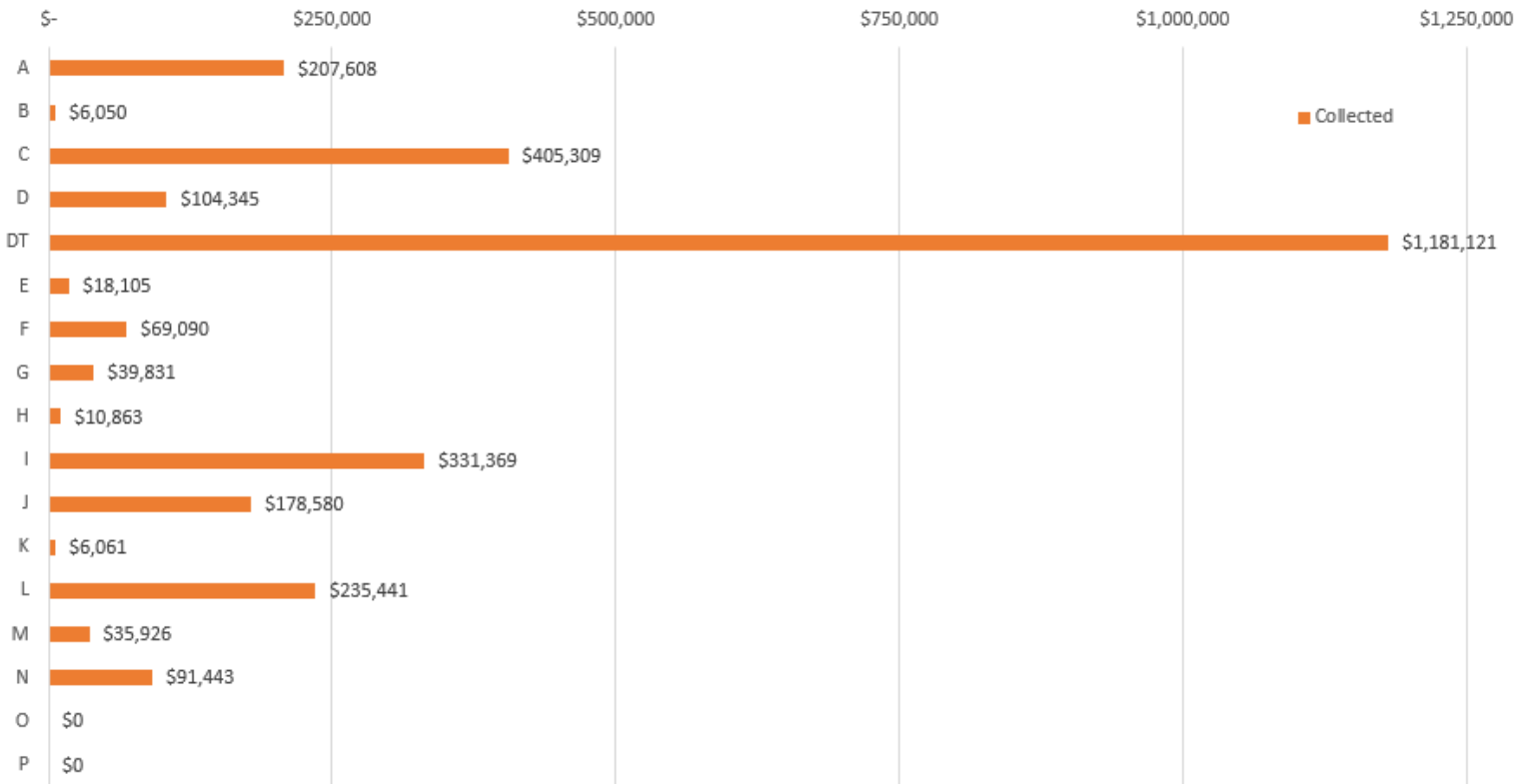
Lastly, Page 5 (Figure 3) shows the total amount collected since the inception of the Street Impact Fee program in each City Council district.

Page 6 contains a set of definitions related to Local Government Code 395 which governs the establishment and administration of impact fee programs in the State of Texas, as well as additional references which contain more detailed information about the collection and expenditure of the Street Impact Fee.

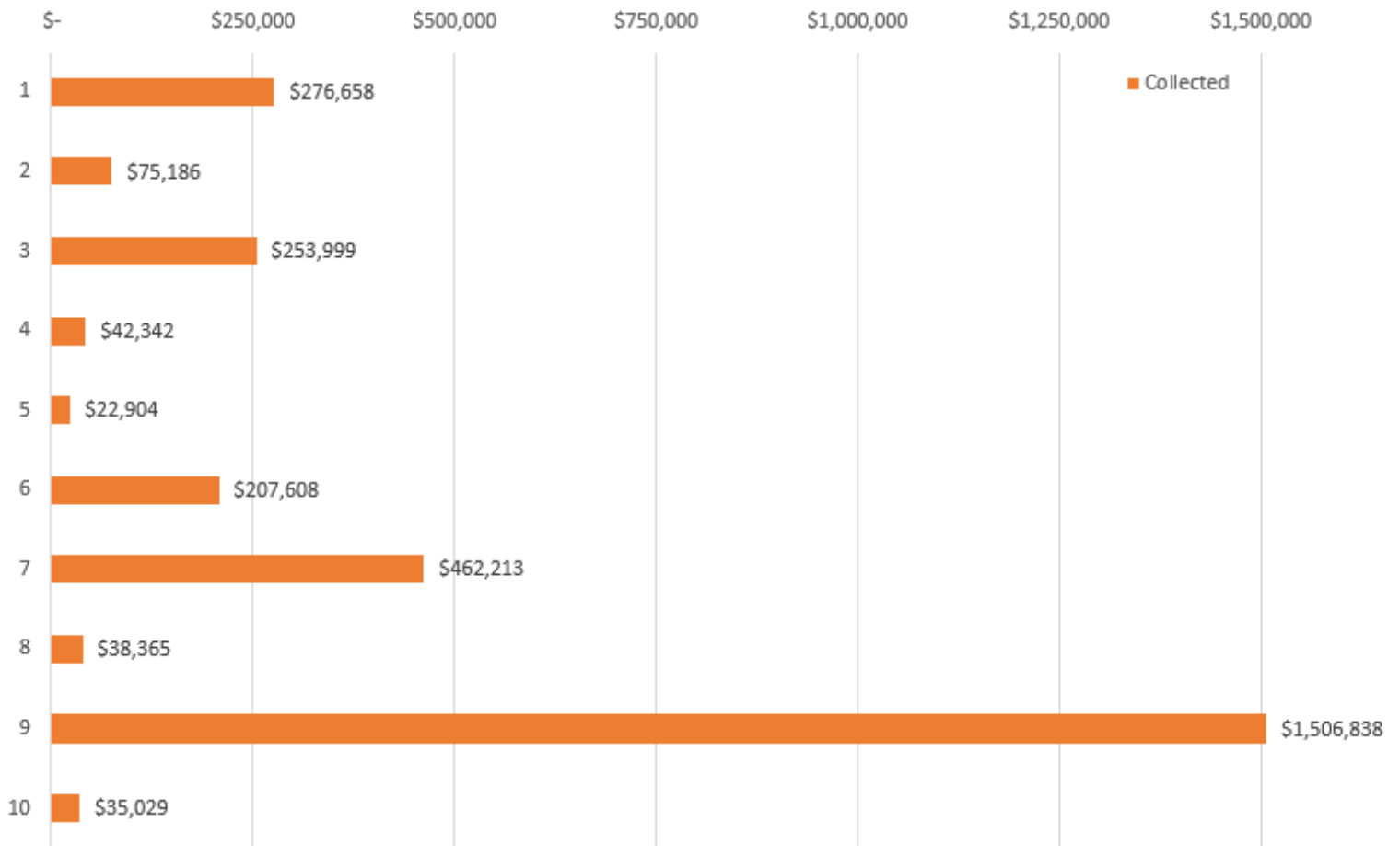
**Figure 1: Fees Collected to Date**



**Figure 2: Fees Collected to Date by Service Area**



**Figure 3: Fees Collected to Date by Council District**



## Definitions

- Street Impact Fee: a fee, charge, or assessment for roadway facilities imposed on new development by the City to recoup all or part of the costs of capital improvements or facility expansion necessitated by and attributable to such new development
- Service Area: the geographic area within the City's corporate limits that Street Impact Fees will be collected for new development; the fees collected in a service area must be spent in the same service area for associated improvements
- Eligible Projects: roadway capacity projects identified in the Street Impact Fee Roadway Capacity Plan that are eligible to be funded with Street Impact Fees
- Waiver/Exemption: a reduction in street impact fee owed
- Affordable Housing Credit: a reduction in street impact fee given to developments that contain affordable housing, determined based on the number of Affordable Housing units contained within the development
- Exempted Land Uses: developments that are exempt from street impact fees due to the proposed land use in certain service areas (e.g., banks and supermarkets in Service Areas D, G, O, and P)
- Parking Reduction: a reduction in street impact fee given to developments that include design, program, and policy elements that would decrease demand for single-occupant automobile trips to/from the development
- Transit Reduction: a reduction in street impact fee given to developments that are near to existing transit service that would decrease demand for single-occupant automobile trips to/from the development
- Internal Capture: a reduction in street impact fee given to mixed-use developments that have trips anticipated to begin and end within the development

## References

- [Council Ordinance 20201210-061: Adoption of Street Impact Fee Program](#)
- [Council Ordinance 20201210-062: Establishing Street Impact Fee Program](#)
- [Austin Strategic Mobility Plan \(ASMP\)](#)
- [Street Impact Fee Webpage](#)
- [Project Development Webpage](#)