

Roadway Impact Fee Semi-Annual Report

BACKGROUND:

The City Council approved the Roadway Impact Fee Ordinance on March 14, 2019, and formally updated in May 2024, satisfying the required update to the land use assumptions and capital improvement plan.

This item is the recommendation concerning the semi-annual Roadway Impact Fee report consistent with Section 395.058 of the Texas Local Government Code.

DATE OF REVIEW: May 6, 2026

STAFF REVIEW AND ANALYSIS:

The City Council approved the Roadway Impact Fee Ordinance on March 14, 2019, with a delayed start in fee collection. Phase 3 of fee implementation went into effect on January 1, 2024.

- Grace Period No Fee (Building permit before January 1, 2021)
- Phase 1: 30% Residential, 20% Non-Residential (Final Plat before January 1, 2022)
- Phase 2: 45% Residential, 25% Non-Residential (Final Plat before January 1, 2024)
- Phase 3: 60% Residential, 30% Non-Residential (Final Plat on or after January 1, 2024)
- Phase 4: new max fees go into effect in Service Area A and Service Areas B-D.
60% Residential, 30% Non-Residential (Final Plat on or after January 1, 2025)

On November 2, 2023, the City Council approved the *City of Round Rock, Texas 2023 Roadway Impact Fee Study Update*. On November 16, 2023, City Council approved amending the City of Round Rock Code of Ordinance implementing the recommendation from the *2023 Update*. In March 2024 the *2023 Update* was updated to address some project limits and classifications, that did not affect the roadway impact fee calculation or land use assumptions in the *2023 Study*.

RECOMMENDED MOTION:

Recommend approval of the Roadway Impact Fee Semi-Annual Report for presentation to City Council.



Bridge Deck on Wyoming Springs Extension concret preparation

Roadway Impact Fee Semi-Annual Report

May 2026



SUMMARY

The Texas Local Government Code Section 395.058 requires the Capital Improvement Advisory Committee (CIAC) to report to the political subdivision the progress of the capital improvements plan and any perceived inequities in implementing the plan or imposing the Roadway Impact Fee. Included herein is the semi-annual report for the reporting period of October 1, 2025, to March 31, 2026, which represents the first half of the City's annual Fiscal Year. The report consists of assessing the implementation of the Roadway Impact Fee, Impact Fee collection and the administrative review process now underway.

The Texas Local Government Code also requires the CIAC to advise the City on updating the land use assumptions, capital improvements plan and Roadway Impact Fees. The *City of Round Rock Roadway Impact Fee Study* was first adopted by the City Council in March 2019, and the *City of Round Rock Roadway Impact Fee Study* was formally updated in November 2023. The Roadway Impact Fee includes phased adoption that include collection of fees beginning in January 2021 with multiple phases of implementation. Phase 1 for all plats recorded prior to January 1, 2022, Phase 2 for plats recorded between January 1, 2022 to December 31, 2023, and Phase 3 for plats recorded between January 1, 2024, to December 31, 2024. A new Phase 4 was added with implementation beginning on January 1, 2025.

Per Chapter 395.052, the land use assumptions and capital improvement plan are required to be updated every five years. On November 2, 2023, the City Council adopted the *City of Round Rock 2023 Roadway Impact Fee Study Update (2023 Update)* satisfying the required update. In this update Service Area B was split into two Service Areas B and D. The largest change was splitting the base fee for Service Area A into its own category starting in 2025. The next update to the Study is required by November 2028.

Introduction

The Roadway Impact Fee was first adopted in March 2019, with the required update to the capital improvement plan and use land assumptions adopted in November 2023, with the purpose of providing a more reliable funding source for planned transportation capital projects. In November 2024, minor study updates were approved by City Council which only modified the map and clarified the limits of certain projects, but did not affect the capital improvement plan or land use assumptions.

Roadway Impact Fee Adoption

For Phase 1, Phase 2 and Phase 3, final adoption of the Roadway Impact Fee occurred on March 14, 2019. The Roadway Impact Fee was adopted with a maximum fee per service unit of \$2,511, which represents the lowest calculated rate across three service areas. With the base service unit, the adoption also limited collection of fees to a percentage of the adopted unit cost over three phases of implementation.

Phase 4 of the Roadway Impact Fee splits the maximum fee per service unit between Service Area A with a maximum fee of \$5,740 and Service Areas B, C and D with a maximum fee of \$3,818. Table 1 shows the phasing and percentage of fees collected over the implementation period.

Table 1: Impact Fee Implementation Phasing

Phase	Residential Rate (% of Service Unit)	Non- Residential Rate (% of Service Unit)	Implementation Period (based on date of Final Plat recordation)
Grace Period	No Fee	No Fee	Building permit before January 1, 2021
Phase 1	30%	20%	Final Plat before January 1, 2022
Phase 2	45%	25%	Final Plat before January 1, 2024
Phase 3	60%	30%	Final Plat on or after January 1, 2025
Phase 4 new max fee	60%	30%	Final Plat on or after January 1, 2025

The Roadway Impact Fee is assessed at the recorded plat and collected at the time of building permit issuance.

Roadway Impact Fee Collection

Roadways Impact Fees are collected, and revenue deposited into accounts for each of the service areas identified in the Roadway Impact Fee Study. The Revenue collected to date is presented in Table 2. Those services areas are identified in Figure 1.

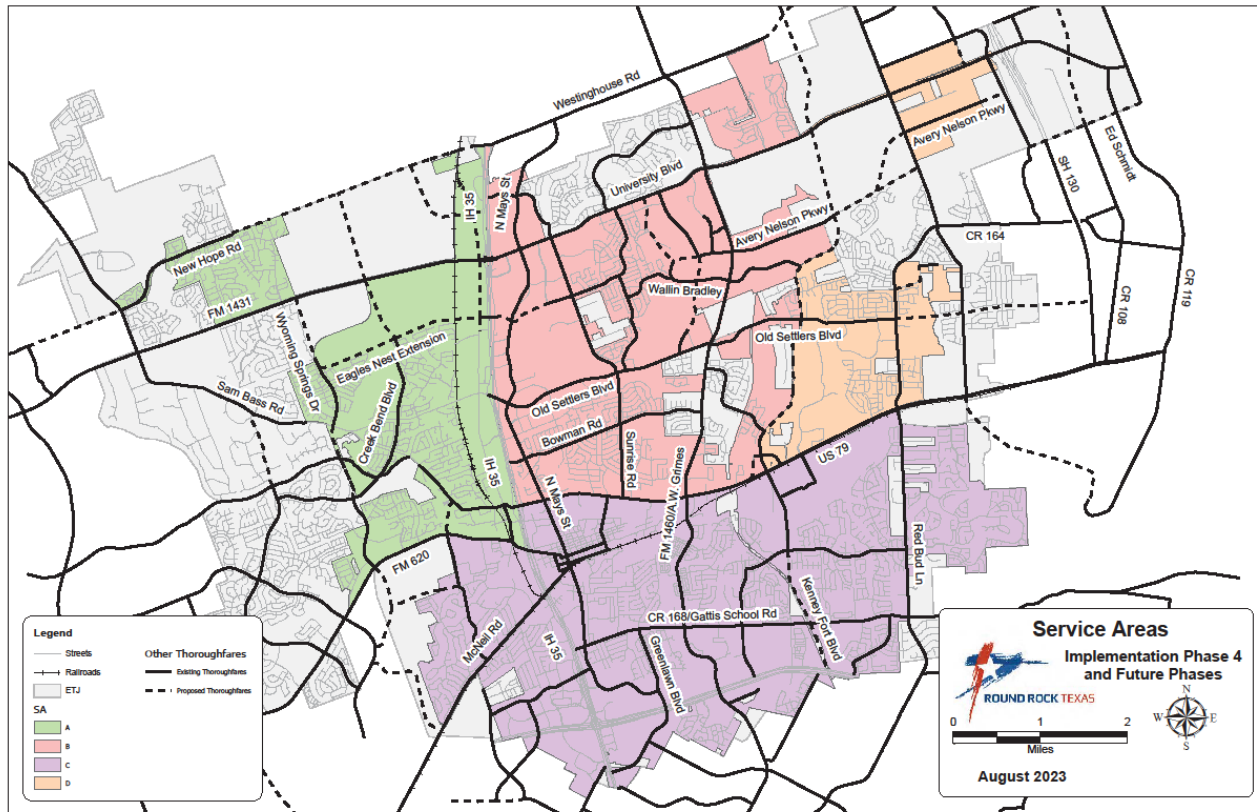
Service Area C, generally south of E. Palm Valley (US 79) and Round Rock Avenue (R.M. 620), had the most revenue in the reporting period. A majority of this revenue was generated by the first commercial and residential building permits associated with the District Development.

Table 2: RIF Collections April 1, 2025, to September 30, 2025

Service Area	Previous	Revenue April '25 to September '25	Total Revenue
Service Area A	\$2,936,159.40	\$96,267.48	\$3,032,426.88
Service Area B	\$7,136,293.90	\$305,468.73	\$7,441,762.63
Service Area C	\$4,336,724.36	\$1,358,974.53	\$5,695,698.89
Service Area D	\$1,612,961.99	\$183,069.07	\$1,796,031.06
Collections to Date	\$16,022,139.65	\$1,943,779.81	\$17,965,919.46

* Collections in Service Area D began in January 2024.

Figure 1: RIF Service Areas



This reporting period included over 150 non-residential building permits and temporary construction permits that were for re-models of existing facilities, tenant finish buildouts, or change in tenants that did not include additional square footage. These changes did not trigger a change in the ITE Land Use Code, resulting in no Roadway Impact Fee collection with the building permit.

Roadway Impact Fee Distribution

Distribution of the RIF collected to Capital Improvement Plan projects began in the Fourth Quarter of 2021, the first quarter of the FY2022 budget year. Table 3 illustrates the distribution and available balance for Roadway Impact Fee revenue.

Table 3: RIF Revenue Distribution and Available Balance

Transferred for Road CO Debt Service Payments	
Service Area A:	\$410,535.00
Service Area B:	\$5,362,202.00
Service Area C:	\$2,509,791.00
Service Area D:	\$717,472.00
Total:	\$9,000,000.00

Available Balance	
Service Area A:	\$2,621,891.88
Service Area B:	\$2,027,956.63
Service Area C:	\$3,185,907.89
Service Area D:	\$1,078,559.06
Total:	\$8,965,919.46

In FY2026, \$2.5 million in Roadway Impact Fee Revenue has been used in CO Debt Service Payments, bringing total revenue expenditure to \$9.0 million to date. Prior distributions have been allocated to projects in Service Area B, that were moved to the new Service Area D with the split in *2023 Update*, no new projects have been initiated in Service Area D.

Appendix A includes the Service Area Boundaries and specific projects eligible for funding with Roadway Impact Fee revenue.

Project which received the transfer for road certificate of obligation debt for service payments are:

- Service Area A
 - Wyoming Springs Road (New Construction) (A-26) design
 - Deep Wood Drive (New Construction) (A-29) ROW preservation
 - Chisholm Trail Widening North (A-16- & A-17) design and ROW
 - Eagles Nest (A-15, B-11 & B-12) design
 - RM 620 Improvements (A-31 & C-1) design for TxDOT improvements

- Service Area B
 - University Boulevard (Widening) (B-4) construction
 - University Boulevard (Widening) (B-8 & D-2) construction
 - CR 112 Widening (B-25 & B-26) design & ROW
 - Kenney Fort Boulevard 4 (New Construction) (B-41) construction

- North Mays Street Widening (B9 & B13) design and ROW
- Eagles Nest (A-15, B-11 & B-12) design
- Kenney Fort Boulevard 5 & 6 (B-27, B-28, D-7 & D-8) design
- US 79 (Palm Valley) (B-46 & C-6) design

- Service Area C
 - Gattis School Segment 2(Widening) (C-21) design and ROW
 - Gattis School Segment 6 (Widening) (C-21) design and ROW
 - Kenney Fort Boulevard Segments 2 & 3 (New Construction) (C-10) construction
 - Red Bud South (Widening) (C-11 to C-19) design and ROW
 - McNeil (C-7) construction
 - Gattis School Road Segments 4 & 5 (C-21) design
 - Greenlawn Boulevard (C-24) design & construction
 - US 79 (Palm Valley) (B-46 & C-6) design

- Service Area D
 - University Boulevard (Widening) (B-8 & D-2) construction
 - CR 112 Widening (Averyn Nelson Parkway) (D-4) design & ROW
 - Kenney Fort Boulevard 5 & 6 (B-27, B-28, D-7 & D-8) design
 - Old Settlers Extension (New Construction) (D-25) design & ROW
 - Red Bud North (Widening) (D-17, D-18, D-19 & D-20) design & ROW

Impact Fee Offsets and Service Area Matters

The intent of the Roadway Impact Fee process is to capture revenue for a predictable implementation of the future arterial network identified in the Transportation Master Plan. Part of the success of that implementation is in the fact contributions by the development community are captured in Offset Agreements and Consent/Development Agreements. An Offset Agreement was approved with Gulf RC Venture, LLC, for the future improvements to Joe DiMaggio, west of Kenny Fort Boulevard to E. Palm Valley Boulevard (U.S. 79) in the amount of \$1,735,428. The Offset Agreement was based on the Engineer’s estimate to complete the roadway that will be completed as part of The Center at Palm Valley development at the northeast corner of the future Joe DiMaggio and E. Palm Valley. That project started construction in Late 2025.

Recent State Legislation (395.059 of the TLGC) requires the reporting of all waived and offset fees in future Independent Financial Audits of RIF revenue. In previous reporting periods approved Offset Agreements have been reported. Another class of waived/offset fees apply to government agencies. The City of Round Rock, Williamson County and Round Rock Independent School District have had Roadway Impact Fees waived for two specific reasons. First, Texas Local Government Code Section 395.22 exempted Public School Districts from paying impact fees. Second, the City of Round Rock and Williamson County provide non-RIF revenue to CIP projects within the City limits. Rather than charge ourselves Roadway Impact Fees, Building Permits with potential fees due and provided an offset from

non-Roadway Impact Fee contribution to the projects. Appendix B was created to start documenting offsets to Roadway Impact Fees.

As in other reporting periods, an Impact Fee Study update that has no impacts to the Land Use Assumptions or Methodology for Roadway Impact Fee Calculation, may be adopted on an as needed basis outside of the overall study update required at a minimum of every five years from the date of initial adoption or update. There are no changes proposed during this reporting period. Staff began work on amendments based on the Briggs Tract Annexation, Zoning and Future Land Use Amendments, however, the legislative changes to the Roadway Impact Fee enabling legislation and updates to the ITE Trip Generation Report required further analysis that may bring about a complete study update sooner than anticipated.

Conclusion and Recommendation

No significant issues have been identified with Roadway Impact Fee implementation. The Building Inspection, Finance and Public Works-Transportation Division provided excellent coordination in operating the program. The required five-year review of the Roadway Impact Fee Ordinance is required by State Law to be completed by November 2028 but may be completed sooner based on significant changes and growth in the community. While updates to the *Fee Study* could occur at any time, staff will continue to attempt to coordinate those with the Semi-Annual Reporting process when annexations into the City Limits occur.



Bridge Deck on Wyoming Springs Extension concret application

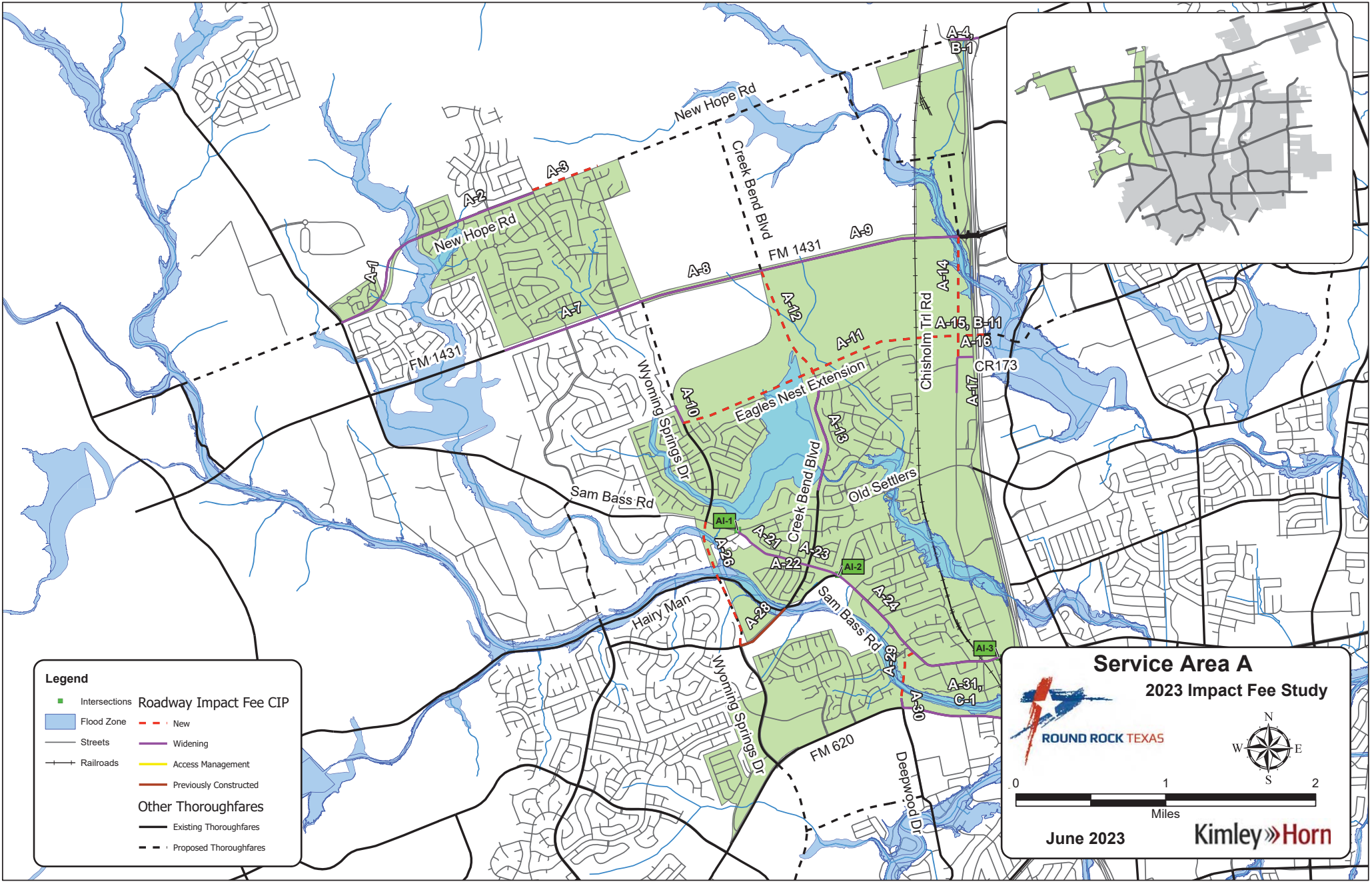
Appendix A:
10-Year Roadway Impact Fee Capital Improvements Plan



Table 2.A. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area A

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	
SA A	A-1	4 Lane - Enhanced (1/2)	New Hope Rd (1)	Sam Bass Rd to CR 175	1.10	100%	
	A-2	4 Lane - Enhanced (1/2)	New Hope Rd (2)	240' W of Lagoon Dr to Flowstone Ln	0.55	50%	
	A-3	4 Lane - Proposed	New Hope Rd (3)	Flowstone Ln to 1000' E of Wyoming Springs Dr	0.46	50%	
	A-4, B-1	6 Lane - Enhanced	Westinghouse Rd	IH 35 SBFR to IH 35 NBFR	0.19	50%	
	A-7	6 Lane - Enhanced	RM 1431 (1)	1100' W of Mayfield Ranch Blvd to 850' E of Stone Oak Dr	0.97	50%	
	A-8	6 Lane - Enhanced	RM 1431 (2)	850' E of Stone Oak Dr to 5195' E of Stone Oak St	0.82	100%	
	A-9	6 Lane - Enhanced	RM 1431 (3)	5195' E of Stone Oak St to IH 35 SBFR	1.34	50%	
	A-10	4 Lane - Enhanced (1/2)	Wyoming Springs Dr (3)	390' N of GoldenOak Cir to Alondra Way	0.13	100%	
	A-11	4 Lane - Proposed	Eagles Nest Dr (1)	Wyoming Springs Dr to Chisholm Trl Rd (Future)	1.73	100%	
	A-12	4 Lane - Enhanced (1/2)	Creek Bend Blvd (1)	RM 1431 to West End Pl	0.79	100%	
	A-13	4 Lane - Proposed	Creek Bend Blvd (2)	West End Pl to Camino Del Verdes Pl	0.14	100%	
	A-14	4 Lane - Proposed	Chisholm Trl Rd (1)	RM 1431 to CR 173	0.76	100%	
	A-15, B-11	4 Lane - Proposed	Eagles Nest Dr (2)	Chisholm Trl Rd (Future) to IH 35 NBFR	0.17	100%	
	A-16	5 Lane - Enhanced	CR 173	IH 35 SBFR to 3250' N of Wolle Ln	0.10	100%	
	A-17	5 Lane - Enhanced	Chisholm Trl Rd (2)	3250' N of Wolle Ln to 1980' N of Wolle Ln	0.24	100%	
	A-21	3 Lane - Enhanced	Sam Bass Rd (3)	FM 3406 to Desert Willow Dr	0.35	50%	
	A-22	3 Lane - Enhanced	Sam Bass Rd (4)	Desert Willow Dr to Creek Bend Blvd	0.19	100%	
	A-23	3 Lane - Enhanced	Sam Bass Rd (5)	Creek Bend Blvd to Hairy Man Dr	0.21	100%	
	A-24	3 Lane - Enhanced	Sam Bass Rd (6)	Hairy Man Rd to Chisholm Trl Rd	1.33	50%	
	A-26	4 Lane - Proposed	Wyoming Springs Dr (4)	Sam Bass Rd to Creek Bend Blvd	0.88	100%	
	A-28	4 Lane - Enhanced	Creek Bend Blvd (3)	Brushy Creek to Wyoming Springs Dr	0.40	100%	
	A-29	4 Lane - Proposed	Deepwood Dr (1)	Sam Bass Rd to 345' N of RM 620	0.34	100%	
	A-30	4 Lane - Enhanced	Deepwood Dr (2)	345' N of RM 620 to RM 620	0.07	100%	
	A-31, C-1	6 Lane - Enhanced	RM 620	Deepwood Dr to IH 35 SBFR	0.93	50%	
			Intersection Improvements	Location	Improvement(s)		% In Service Area
	AI-1			Sam Bass Rd and FM 3406	SIGNAL		100%
	AI-2			Sam Bass Rd and Hairy Man Rd	INTERSECTION IMPROVEMENT		75%
	AI-3			Sam Bass Rd and Chisholm Trl Rd	TURN LANES		100%
	-			Update ITS and Traffic Management Infrastructure	-		25%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Legend

	Intersections	Roadway Impact Fee CIP	
	Flood Zone		New
	Streets		Widening
	Railroads		Access Management
			Previously Constructed
		Other Thoroughfares	
			Existing Thoroughfares
			Proposed Thoroughfares

Service Area A
2023 Impact Fee Study

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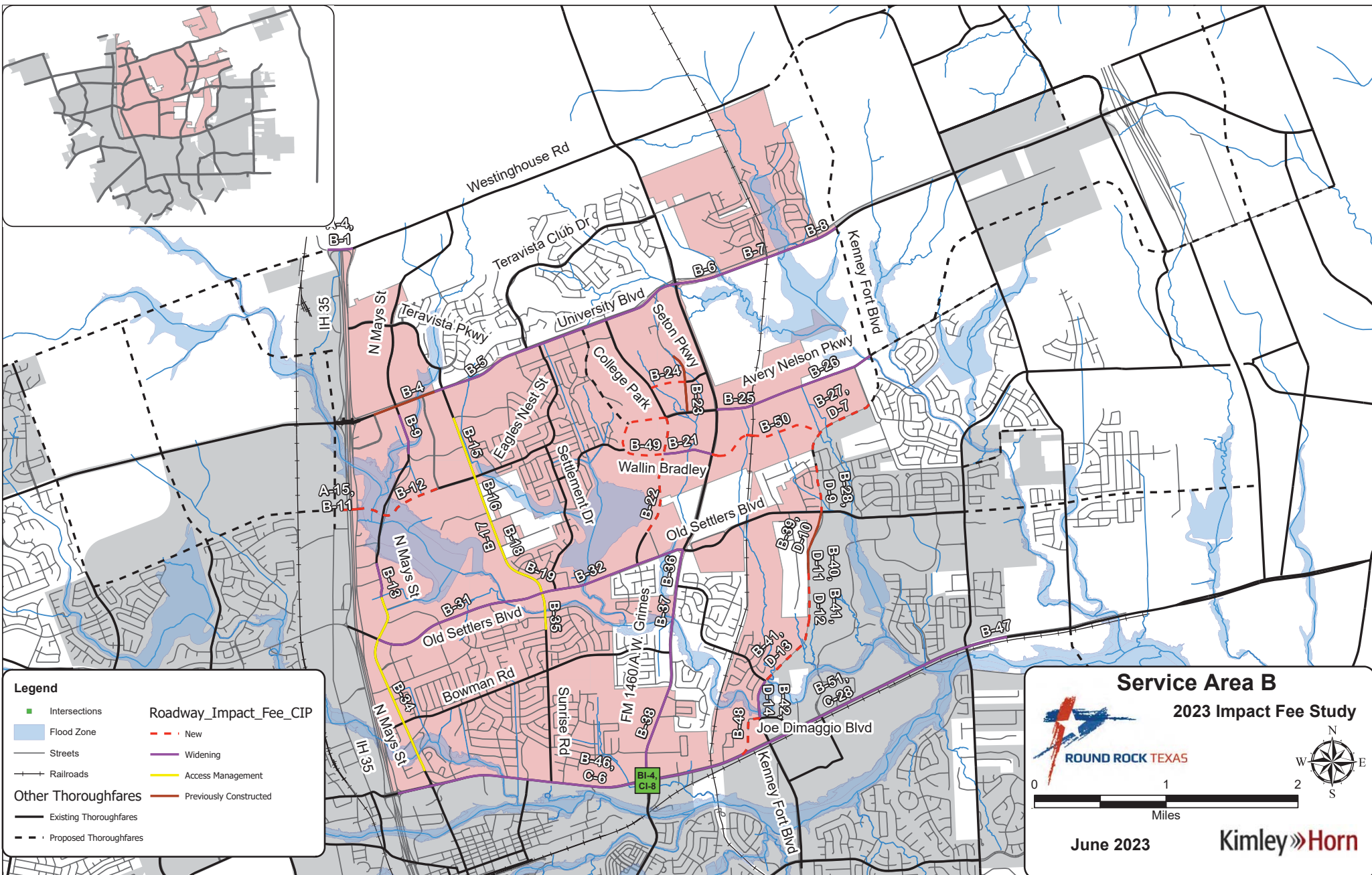
June 2023 **Kimley»Horn**



Table 2.B. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area B

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	
SA B	A-4, B-1	6 Lane - Enhanced	Westinghouse Rd (1)	IH 35 SBFR to IH 35 NBFR	0.19	50%	
	B-4	6 Lane - Enhanced	University Blvd (1)	University Oaks Blvd to 335' W of Sunrise Dr	0.49	100%	
	B-5	6 Lane - Enhanced	University Blvd (2)	335' W of Sunrise Dr to A.W. Grimes Blvd	2.03	50%	
	B-6	4 Lane - Enhanced	University Blvd (3)	A.W. Grimes Blvd to 1830' E of A.W. Grimes Blvd	0.36	100%	
	B-7	4 Lane - Enhanced	University Blvd (4)	1830' E of A.W. Grimes Blvd to Lunata Way	0.78	50%	
	B-8	4 Lane - Enhanced	University Blvd (5)	Lunata Way to Kenney Fort Blvd (Future)	0.16	100%	
	B-9	4 Lane - Enhanced	N Mays St (2)	350' S of University Blvd to 2000' S of University Blvd	0.31	100%	
	A-15, B-11	4 Lane - Proposed	Eagles Nest (1)	Chisholm Trl Rd (Future) to IH 35 NBFR	0.08	50%	
	B-12	4 Lane - Proposed	Eagles Nest (2)	IH 35 NBFR to Cypress Blvd	0.69	100%	
	B-13	4 Lane - Enhanced	N Mays St (4)	Paloma Dr to 540' N of Steam Way	0.27	100%	
	B-15	4 Lane - Enhanced (AM)	Sunrise Rd (2)	Hidden Valley Dr to 325' S of Eagles Nest St	0.54	100%	
	B-16	4 Lane - Enhanced (AM)	Sunrise Rd (3)	325' S of Eagles Nest St to Applegate Cir	0.30	50%	
	B-17	4 Lane - Enhanced (AM)	Sunrise Rd (4)	Applegate Cir to Lake Dr	0.20	100%	
	B-18	4 Lane - Enhanced (AM)	Sunrise Rd (5)	Lake Dr to 545' S of Lake Dr	0.10	50%	
	B-19	4 Lane - Enhanced (AM)	Sunrise Rd (6)	545' S of Lake Dr to Old Settlers Blvd	0.40	100%	
	B-21	4 Lane - Proposed	Wallin Bradley (2)	College Park (Future) to A.W. Grimes Blvd	0.37	100%	
	B-22	4 Lane - Proposed	College Park (2)	Avery Nelson Rd to 1355' N of Old Settlers Blvd	0.91	100%	
	B-23	3 Lane - Existing	Seton Pkwy	2400' N of Avery Nelson Blvd to Avery Nelson Blvd	0.45	100%	
	B-24	4 Lane - Proposed	Medical Center Pkwy	College Park to Seton Pkwy	0.27	100%	
	B-25	4 Lane - Enhanced	Avery Nelson Pkwy (1)	A.W. Grimes Blvd to 3580' E of A.W. Grimes Blvd	0.68	100%	
	B-26	4 Lane - Enhanced	Avery Nelson Pkwy (2)	3580' E of A.W. Grimes Blvd to Kenney Fort Blvd (Future)	0.57	50%	
	B-27, D-7	6 Lane - Proposed	Kenney Fort Blvd (1)	CR 117 to 145' N of Haselwood Ln	0.58	100%	
	B-28, D-9	4 Lane - Enhanced	CR 117 (1)	CR 112 to San Felipe St	0.00	50%	
	B-31	6 Lane - Enhanced	Old Settlers Blvd (2)	Sunrise Rd to A.W. Grimes Blvd	1.13	100%	
	B-32	6 Lane - Enhanced (1/3)	Old Settlers Blvd (3)	A.W. Grimes Blvd to Kenney Fort Blvd (Future)	0.00	100%	
	B-34	4 Lane - Enhanced (AM)	Sunrise Rd (7)	Old Settlers Blvd to Country Aire Dr	0.28	100%	
	B-35	6 Lane - Enhanced	FM 1460 (A.W. Grimes Blvd) (1)	Old Settlers Blvd to 375' S of Chandler Creek Blvd	0.35	100%	
	B-36	6 Lane - Enhanced	FM 1460 (A.W. Grimes Blvd) (2)	375' S of Chandler Creek Blvd to 1250' N of Tiger Trl	0.20	50%	
	B-37	6 Lane - Enhanced	FM 1460 (A.W. Grimes Blvd) (3)	1250' N of Tiger Trl to US 79	1.25	100%	
	B-38	6 Lane - Proposed (1/2)	Kenney Fort Blvd (4)	Old Settler's Blvd to 2540' S of Old Settler's Blvd	0.30	100%	
	B-39, D-10	6 Lane - Proposed	Kenney Fort Blvd (5)	Old Settler's Blvd to 2540' S of Old Settler's Blvd	0.18	50%	
	B-40, D-11	6 Lane - Proposed	Kenney Fort Blvd (6)	2540' S of Old Settlers Blvd to Chandler Creek Blvd	0.36	100%	
	B-41, D-12	6 Lane - Enhanced	Kenney Fort Blvd (7)	Chandler Creek Blvd to Joe DiMaggio Blvd	0.30	100%	
	B-42, D-14	4 Lane - Enhanced	Red Bud Ln (4)	Old Settlers Blvd to 170' N of Joseph St	0.00	100%	
	B-46, C-6	6 Lane - Enhanced	US 79 (3)	200' E of Red Bud Ln to 1690' E of Red Bud Ln	0.28	50%	
	B-47	3 Lane - Proposed	Joe DiMaggio Blvd Extension	Kenney Fort Blvd to US 79	0.39	100%	
	B-48	3 Lane - Proposed	Wallin Bradley (1)	College Park Dr to Avery Nelson Blvd	0.81	100%	
	B-49	4 Lane - Proposed	Wallin Bradley (3)	A.W. Grimes Blvd to Kenney Fort Blvd (Future)	1.01	100%	
	B-50	6 Lane - Enhanced	US 79 (2)	AW Grimes to Red Bud Ln	2.63	50%	
	B-51, C-28	4 Lane - Existing	Terra Vista Pkwy	Centerbrook Pl to 350' S of Aosta Ln	0.00	50%	
			Intersection Improvements	Location	Improvement(s)		% In Service Area
	BI-4, CI-8			A.W. Grimes Blvd and Palm Valley Blvd	OTHER & TURN LANES		50%
	-			Update ITS and Traffic Management Infrastructure	-		25%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.




Legend

- Intersections
- Flood Zone
- Streets
- Railroads
- Other Thoroughfares
- Existing Thoroughfares
- Proposed Thoroughfares

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- New
- Widening
- Access Management
- Previously Constructed

Service Area B
2023 Impact Fee Study



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June 2023

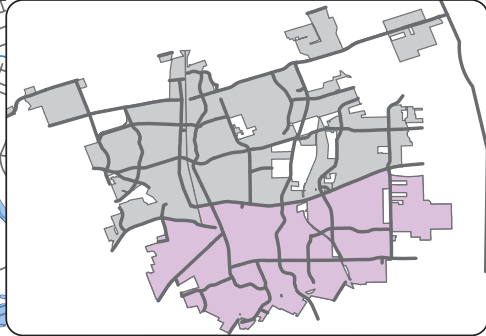
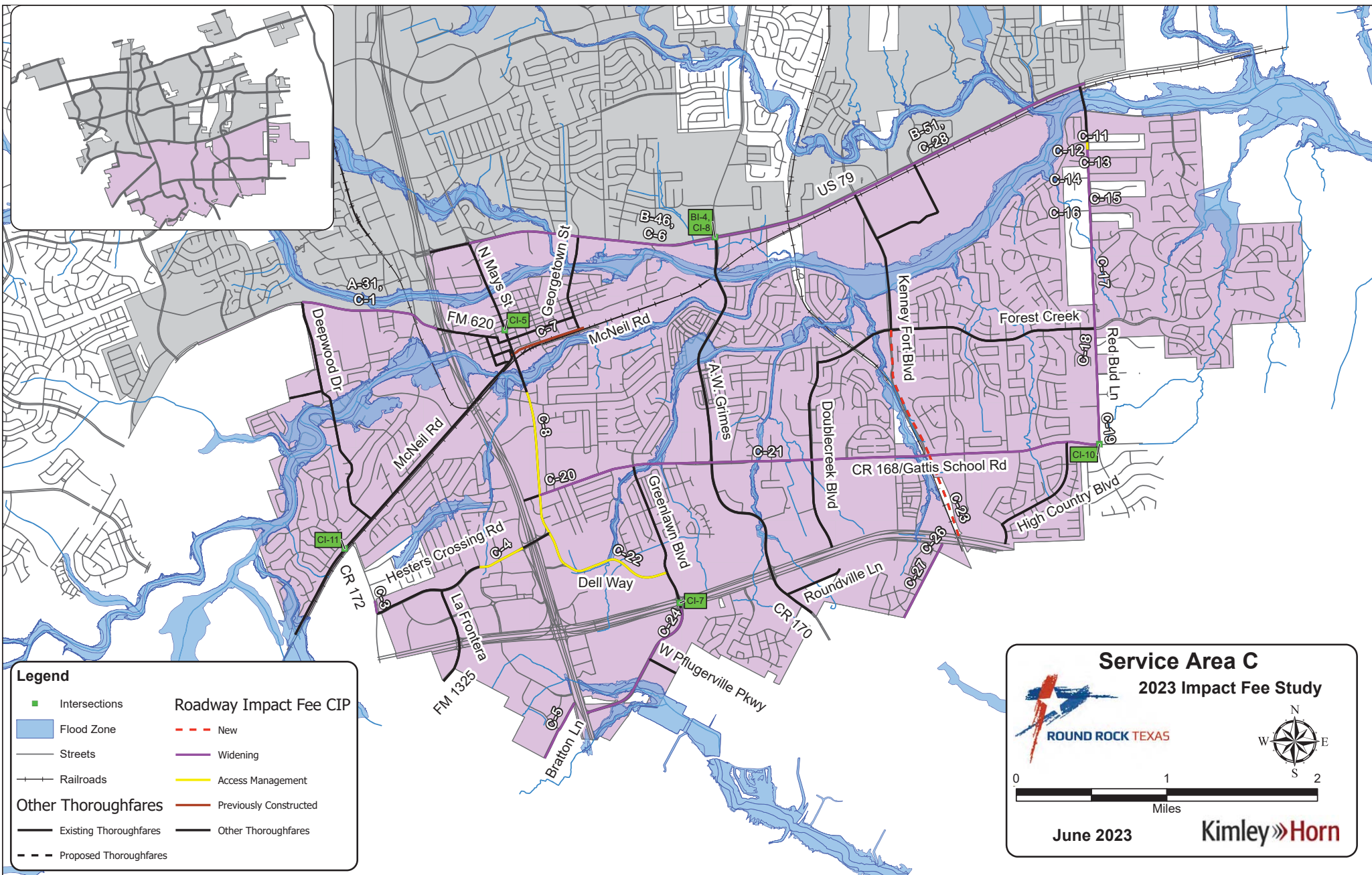
Kimley»Horn



Table 2.C. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area C

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area	
SA C	A-31, C-1	6 Lane - Enhanced	RM 620	Deepwood Dr to IH 35 SBFR	0.93	50%	
	C-3	4 Lane - Enhanced	CR 172 (2)	Hesters Crossing Rd to 445' N of Hesters Crossing Rd	0.08	50%	
	C-4	4 Lane - Enhanced (AM)	Hesters Crossing Rd	Dry Creek Dr to IH 35 SBFR	0.32	100%	
	C-5	4 Lane - Enhanced	Bratton Ln	IH 35 SBFR to 1160' S of Michael Angelo Way	0.42	50%	
	B-46, C-6	6 Lane - Enhanced	US 79 (1)	IH 35 NBFR to 200' E of Red Bud Ln	1.96	50%	
	C-7	3 Lane - Existing	McNeil Extension	S Mays St to Georgetown St	0.52	100%	
	C-8	4 Lane - Enhanced (AM)	S Mays St	Nash St to Gattis School Rd	0.69	100%	
	C-10	6 Lane - Proposed	Kenny Fort Blvd (2)	Forest Creek Dr to 830' S of Gattis School Rd	1.04	100%	
	C-11	4 Lane - Enhanced (AM)	Red Bud Ln (1)	Forest Ridge Blvd to 265' S of Forest Ridge Blvd	0.05	50%	
	C-12	4 Lane - Enhanced	Red Bud Ln (2)	265' S of Forest Ridge Blvd to 280' S of Woodlawn Ln	0.11	100%	
	C-13	4 Lane - Enhanced	Red Bud Ln (3)	280' S of Woodlawn Ln to 130' S of Old Oaks Dr	0.10	50%	
	C-14	4 Lane - Enhanced	Red Bud Ln (4)	130' S of Old Oaks Dr to 315' S of Country Dr	0.11	100%	
	C-15	4 Lane - Enhanced	Red Bud Ln (5)	315' S of Country Dr to Wildflower Trl	0.10	50%	
	C-16	4 Lane - Enhanced	Red Bud Ln (6)	Wildflower Trl to 295' S of Wildflower Trl	0.06	100%	
	C-17	4 Lane - Enhanced	Red Bud Ln (7)	295' S of Wildflower Trl to 840' N of Forest Creek Dr	0.55	50%	
	C-18	4 Lane - Enhanced	Red Bud Ln (8)	840' N of Forest Creek Dr to 340' S of Forest Creek Dr	0.22	100%	
	C-19	4 Lane - Enhanced	Red Bud Ln (9)	340' S of Forest Creek Dr to Gattis School Rd	0.71	50%	
	C-20	6 Lane - Enhanced	Gattis School Rd (1)	S Mays St to Windy Park Dr	1.23	100%	
	C-21	6 Lane - Enhanced	Gattis School Rd (2)	Windy Park Dr to Red Bud Ln	2.82	100%	
	C-22	4 Lane - Enhanced (AM)	S Mays St / Dell Way	Gattis School Rd to Greenlawn Blvd	1.24	100%	
	C-23	6 Lane - Proposed	Kenny Fort Blvd (3)	830' S of Gattis School Rd to SH 45	0.41	100%	
	C-24	6 Lane - Enhanced (1/3)	Greenlawn Blvd	IH 35 NBFR to SH 45 EBFR	1.86	100%	
	C-26	4 Lane - Enhanced	Schultz (1)	SH 45 EBFR to 290' S of SH 45 EBFR	1.45	100%	
	C-27	4 Lane - Enhanced	Schultz (2)	290' S of SH 45 EBFR to 255' S of Autumn Sage Way	0.50	50%	
	B-51, C-28	6 Lane - Enhanced	US 79 (2)	AW Grimes to Red Bud Ln	2.63	50%	
			Intersection Improvements	Location	Improvement(s)		% In Service Area
	CI-5			Mays St and Liberty Ave	SIGNAL		100%
CI-7		Greenlawn Blvd and Louis Henna Blvd (SH 45 FR)		OTHER		100%	
BI-4, CI-8		A. W. Grimes Blvd and Palm Valley Blvd		OTHER & TURN LANES		50%	
CI-10		Red Bud Ln and Gattis School Rd		TURN LANES		100%	
CI-11		E McNeil Rd and Oakridge Dr		INTERSECTION IMPROVEMENT		100%	
-		Update ITS and Traffic Managemnet Infrastructure		-		25%	

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.




Legend


- Intersections
- Flood Zone
- Streets
- +— Railroads
- Other Thoroughfares
- Proposed Thoroughfares

Roadway Impact Fee CIP

- New
- Widening
- Access Management
- Previously Constructed
- Other Thoroughfares

Service Area C
2023 Impact Fee Study





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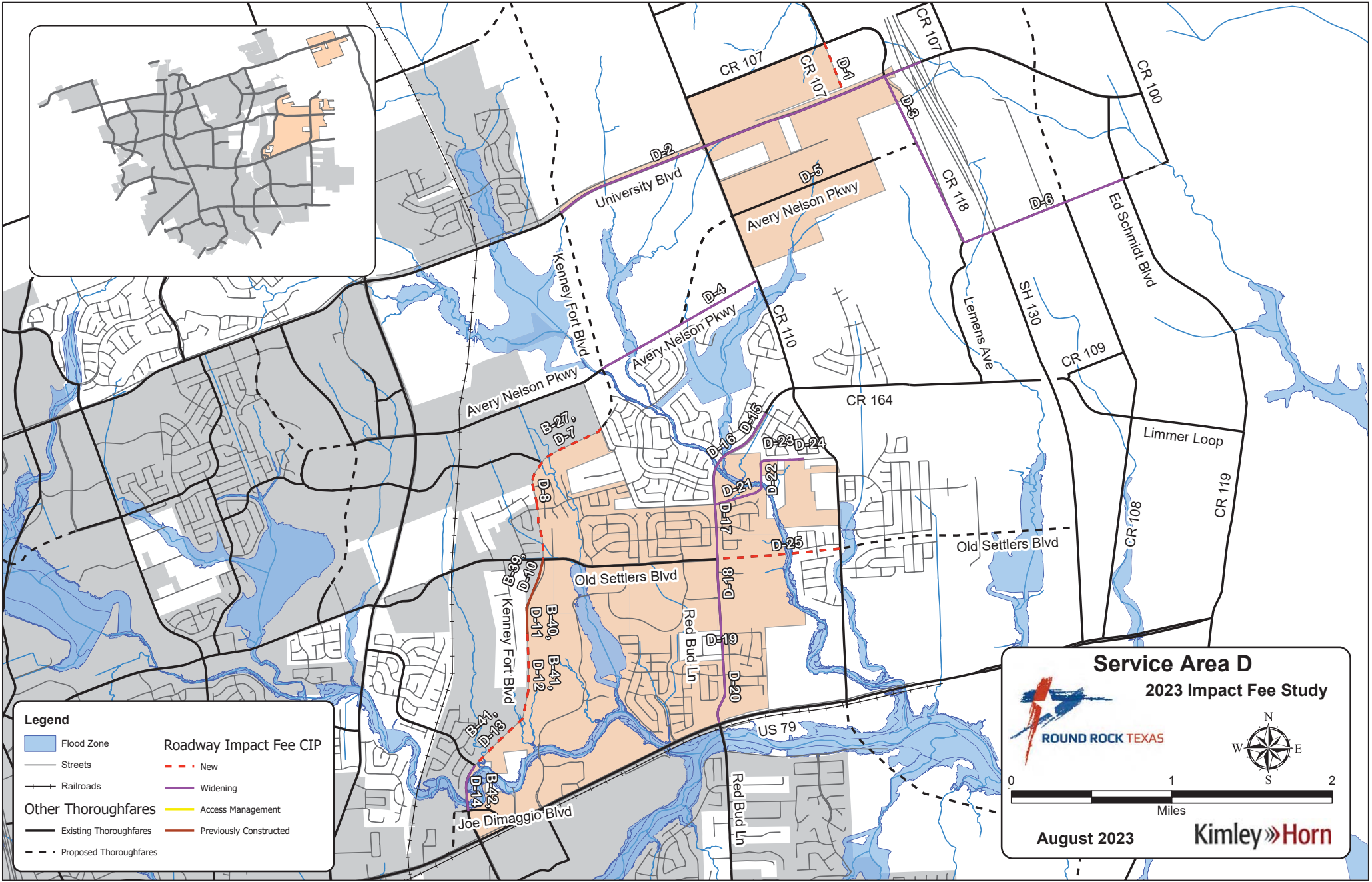
June 2023 **Kimley»Horn**



Table 2.D. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area D

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
SA D	D-1	4 Lane - Proposed	CR 107	CR 107 to University Blvd	0.34	50%
	D-2	4 Lane - Enhanced	University Blvd (6)	Kenney Fort Blvd to SH 130	2.44	100%
	D-3	4 Lane - Proposed	CR 118	University Blvd to Avery Nelson Pkwy	1.14	100%
	D-4	4 Lane - Enhanced	Avery Nelson Pkwy (3)	Kenney Fort Blvd to CR 110	1.11	100%
	D-5	4 Lane - Existing	Avery Nelson Pkwy (4)	CR 110 to 5015' E of CR 110	0.95	100%
	D-6	4 Lane - Proposed	CR 118	Carmel Creekside Dr to Ed Schmidt Blvd	1.08	100%
	B-27, D-7	6 Lane - Proposed	Kenney Fort Blvd (1)	CR 117 to 125' N of Haselwood Ln	0.58	100%
	D-8	4 Lane - Proposed	Kenney Fort Blvd (6)	125' N of Haselwood Ln to 200' N of Bluffstone Dr	0.12	50%
	B-28, D-9	6 Lane - Proposed	Kenney Fort Blvd (7)	200' N of Bluffstone Dr to Old Settlers Blvd	0.36	100%
	B-39, D-10	6 Lane - Proposed	Kenney Fort Blvd (2)	Old Settlers Blvd to 2540' S of Old Settler's Blvd	0.30	100%
	B-40, D-11	6 Lane - Proposed (1/2)	Kenney Fort Blvd (3)	2540' S of Old Settler's Blvd to 4625' N of Chandler Creek Blvd	0.18	50%
	B-41, D-12	6 Lane - Proposed	Kenney Fort Blvd (4)	4625' N of Chandler Creek Blvd to 3115' N of Chandler Creek Blvd	0.36	100%
	B-41, D-13	6 Lane - Proposed	Kenney Fort Blvd (8)	3115' N of Chandler Creek Blvd to Chandler Creek Blvd	0.59	100%
	B-42, D-14	6 Lane - Proposed	Kenney Fort Blvd (5)	Chandler Creek Blvd to Joe DiMaggio Blvd	0.30	100%
	D-15	4 Lane - Proposed	Red Bud Ln (1)	Guadalajara St to 160' N of Margarita Loop	0.35	100%
	D-16	4 Lane - Enhanced (1/2)	Red Bud Ln (2)	160' N of Margarita Loop to CR 117	0.35	50%
	D-17	4 Lane - Enhanced (1/2)	Red Bud Ln (3)	CR 117 to Old Settlers Blvd	0.34	100%
	D-18	4 Lane - Enhanced	Red Bud Ln (4)	Old Settlers Blvd to 170' N of Joseph St	0.45	100%
	D-19	4 Lane - Enhanced	Red Bud Ln (5)	170' N of Joseph St to 160' S of Covered Wagon Trl	0.18	50%
	D-20	4 Lane - Enhanced	Red Bud Ln (6)	160' S of Covered Wagon Trl to US 79	0.41	100%
	D-21	4 Lane - Enhanced	CR 122 (1)	Red Bud Ln to 230' SW of Rosalina Loop	0.49	100%
	D-22	3 Lane - Proposed	CR 122 (2)	230' SW of Rosalina Loop to 100' S of Emilia Ln	0.09	50%
	D-23	3 Lane - Proposed	CR 122 (3)	100' S of Emilia Ln to 100' S of Rosalina Loop	0.04	100%
	D-24	3 Lane - Proposed	CR 122 (4)	100' S of Rosalina Loop to 100' S of Penelope Ct	0.13	50%
	D-25	4 Lane - Proposed	Old Settlers Blvd	Red Bud Ln to CR 110	0.77	100%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	-		Update ITS and Traffic Management Infrastructure	-		25%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Legend

Flood Zone	Roadway Impact Fee CIP
Streets	New
Railroads	Widening
Other Thoroughfares	Access Management
Existing Thoroughfares	Previously Constructed
Proposed Thoroughfares	

Service Area D
2023 Impact Fee Study

August 2023 **Kimley»Horn**

Appendix B:
Roadway Impact Fee Waivers, Offsets and Credits

ROUND ROCK ISD BUILDING PERMITS

Case Number	Case Name	Case Status	Date Issued	Sub Type Desc
COMM2001-0005	Berkman Elementary - Roof and Ac Replacement	ISSUED	01/30/20	Commercial Building Addition/Remodel
COMM2001-0009	Double File Trail Elementary - Remodel	ISSUED	04/09/20	Commercial Building Addition/Remodel
COMM2001-0015	Caldwell Heights ES - HVAC & Roof Improvement	ISSUED	04/09/20	Commercial Building Addition/Remodel
COMM2005-0009	Cedar Ridge HS - Chemical Storage Room	ISSUED	06/02/20	Commercial Building Addition/Remodel
COMM2005-0022	Voigt Elementary - remodel	ISSUED	06/03/20	Commercial Building Addition/Remodel
COMM2004-0002	RR Elementary #35 - 123,325 sq ft	ISSUED	06/08/20	Commercial Building New
COMM2001-0017	Robertson Elementary - 4,170 sq ft	ISSUED	08/03/20	Commercial Building Addition/Remodel
COMM2008-0009	Hernandez MS - Gym & weight room addition - 7,560 Sq Ft	ISSUED	12/11/20	Commercial Building Addition/Remodel
COMM2005-0006	Cedar Ridge HS Aquatic Practice Facility - 47,682 sq ft	ISSUED	02/05/21	Commercial Building New
COMM2012-0001	CD Fulkes Middle School - 159,697 SF	ISSUED	02/22/21	Commercial Building New
COMM2105-0007	Old Town Elem. Nurse Suite - Remodel	ISSUED	06/14/21	Commercial Building Addition/Remodel
COMM2110-0008	Cedar Ridge HS - CTE Remodel	ISSUED	12/17/21	Commercial Building Addition/Remodel
COMM2107-0016	RRISD Support Services Building - 51,228 sq ft	ISSUED	01/12/22	Commercial Building New
COMM2111-0006	RRHS - CTE Culinary - 2,500 SQ FT	ISSUED	02/10/22	Commercial Building Addition/Remodel
COMM2204-0003	RRISD Transportation East - Above/Underg.tanks &ext. remodel	ISSUED	04/22/22	Commercial Building Addition/Remodel
COMM2202-0002	Chisholm Trail MS - Weight Room - 3,500 sq ft	CO_ISSUED	05/22/22	Commercial Building New
COMM2208-0006	RRISD - BASEBALL PDC - 4000 SF	ISSUED	09/14/22	Commercial Building New
COM24-00076	Micki Krebsbach Pool - CORR	EXPIRED	04/23/24	Commercial Building Addition/Remodel
COM24-00092	STONY POINT HIGH SCHOOL CAFETERIA ADDITION	CO_ISSUED	05/29/24	Commercial Building Addition/Remodel
COM24-00307	RRISD Voight Elementary Fire Door Replacement	CLOSED	06/17/25	Commercial Building Addition/Remodel
COM25-00141	PROVIDENT EAGLES NEST, BLDG 3	ISSUED	10/10/25	Commercial Building New
COM25-00208	RRISD SUPPORT SERVICES BUILDING 51228 SF	HOLD		Commercial Building Addition/Remodel
COM25-00249	Stony Point HS - 423,600 Sq Ft	HOLD		Commercial Building Addition/Remodel
COM25-00281	Bluebonnet Elementary School - 60,488 Sq Ft	HOLD		Commercial Building Addition/Remodel
COM26-00011	Claude Berkman Addition and Renovation	HOLD		Commercial Building Addition/Remodel
COM26-00012	C. D. Fulkes Meeting Hall Addition and Renovation	HOLD		Commercial Building Addition/Remodel
COM26-00017	heather.rule@pflugerarchitects.com	CLOSED		Commercial Building Addition/Remodel
COMM2106-0008	Stony Point - Maker Space - 550 Sq Ft.	PENDING		Commercial Building Addition/Remodel
COMM2106-0009	Stony Point - Ag Barn -	PENDING		Commercial Building Addition/Remodel

CITY OF ROUND ROCK BUILDING PERMITS

Case Number	Case Name	Case Status	Date Issued	Sub Type Desc
COMM2004-0007	Clay Madsen - Restroom Addition	ISSUED	5/8/2020	Commercial Building Addition/Remodel
COMM2006-0014	CORR Public Works - interior remodel	ISSUED	7/9/2020	Commercial Building Addition/Remodel
COMM2011-0001	CORR IT Dept. - Remodel	ISSUED	12/10/2020	Commercial Building Addition/Remodel
COMM2102-0013	Admin Conference Room - Remodel due to water damage	ISSUED	2/25/2021	Commercial Building Addition/Remodel
COMM2103-0006	CORR HR Conference Room Remodel	ISSUED	3/19/2021	Commercial Building Addition/Remodel
COMM2004-0003	Library & Parking Garage - 71.969 SF	ISSUED	4/12/2021	Commercial Building New
COMM2106-0007	Kinningham House - 5,200 Sq Ft	ISSUED	10/13/2021	Commercial Building New
COMM2204-0016	Clay Madsen RC - REMODEL DUE TO TORNADO	ISSUED	4/12/2022	Commercial Building Addition/Remodel
COMM2208-0024	Fire Station 1 - 13,951 Sq Ft	FINAL	5/2/2023	Commercial Building New
COMM2010-0006	Heritage Trail West - Demo/New RR facility / Pavilion	ISSUED	6/22/2023	Commercial Building New
COM23-00095	City Hall Parking Garage Repairs	ISSUED	8/14/2023	Commercial Building Addition/Remodel
COM23-00028	Rockcare Wellness Center	CO_ISSUED	8/17/2023	Commercial Building Addition/Remodel
COM23-00165	Round Rock Sports Center - Concession	CO_ISSUED	10/30/2023	Commercial Building Addition/Remodel
COM23-00141	Dell Diamond - Visitor Clubhouse & Stadium Technology	RDYTOFINAL	12/20/2023	Commercial Building New
COM24-00057	GRIFFITH & PASEO 44,000 SF (CORR)	CO_ISSUED	4/15/2024	Commercial Building Addition/Remodel
COM24-00076	Micki Krebsbach Pool - CORR	EXPIRED	4/23/2024	Commercial Building Addition/Remodel
COM23-00189	Round Rock Sports Center Expansion (RRSC-X)	CO_ISSUED	7/2/2024	Commercial Building Addition/Remodel
COM24-00256	OLD SETTLERS PARK LAKEVIEW	CO_ISSUED	10/29/2024	Commercial Building New
COM23-00064	CORR STAGECOACH INN, PHASE 2	CO_ISSUED	11/25/2024	Commercial Building Addition/Remodel
COM25-00015	Rock N River Expansion	ISSUED	3/31/2025	Commercial Building New
COM25-00119	OSP ADMINISTRATION & RECREATION CENTER	ISSUED	8/12/2025	Commercial Building New
COM25-00144	BOB BENNETT: MAIN OFFICE BUILDING - PARENT PERMIT	ISSUED	12/12/2025	Commercial Building Addition/Remodel
COM25-00243	BOB BENNETT - MAIN OFFICE BUILDING	ISSUED	12/12/2025	Commercial Building Addition/Remodel
COM25-00190	OLD SETTLERS PARK -MPC (CHILD PERMIT BULDING C)	ISSUED	1/13/2026	Commercial Building New
COM25-00189	OLD SETTLERS PARK -MPC (CHILD PERMIT BUILDING B)	ISSUED	1/13/2026	Commercial Building New
COM25-00172	OLD SETTLERS PARK -MPC (PARENT PERMIT)	ISSUED	1/13/2026	Commercial Building New
COM25-00191	OLD SETTLERS PARK -MPC (CHILD PERMIT BUILDING D)	ISSUED	1/13/2026	Commercial Building New
COM25-00247	Round Rock Town Green - 425 Sq Ft	ISSUED	2/11/2026	Commercial Building Addition/Remodel
COM25-00267	Palm House Historical Restoration Project	ISSUED	3/3/2026	Commercial Building Addition/Remodel
COM24-00312	CORR FIRE STATION NO. 10	ISSUED	3/9/2026	Commercial Building New
COM25-00188	CORR PUBLIC SAFETY TRAINING CENTER PH 2 (PARENT PERMIT)	ISSUED	4/8/2026	Commercial Building New
COM25-00260	CORR FIRE STATION #11 - 15262 SF	REVIEW		Commercial Building New

WILLIAMSCON COUNTY BUILDING PERMITS

Case Number	Case Name	Case Status	Date Issued	Sub Type Desc
COM25-00177	JESTER ANNEX VETERAN SERVICE REMODEL	ISSUED	10/29/2025	Commercial Building Addition/Remodel
COM25-00219	JESTER ANNEX RTU REPLACEMENT	ISSUED	12/30/2025	Commercial Building Addition/Remodel