

Roadway Impact Fee Semi-Annual Report

BACKGROUND:

The City Council approved the Roadway Impact Fee Ordinance on March 14, 2019, and formally updated in November 2023, 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: November 20, 2024

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.



Almost Ready! Kenny Fort Boulevard South of Forest Creek Drive, looking North to the Forest Creek Drive intersection and south towards Gattis School Road.

Roadway Impact Fee Semi-Annual Report

November 2024



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 April 1, 2024, to September 30, 2024, which represents the second 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 *2023 Update* also included updating the trip generation data to the latest edition of the ITE Trip Generation Manual, 11th edition, which made minor changes to the calculation of fees based on trip generation and trip length per land use category and added additional land use categories to the calculation. The largest change was splitting the base fee for Service Area A into its own category starting in 2025.

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 2023, 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.

The largest change surrounding the implementation of the Roadway Impact Study was the creation of the Public Work Department in August 2024, which merged the Utilities and Environmental Department and Transportation Department. This has worked to strengthen the collaboration between departments in the provision of our essential municipal services. The capital improvement program for the Roadway Impact Study is now administered under the Public Works – Transportation Division.

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 the three 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.

Table 2: RIF Collections April 1, 2024, to September 30, 2024

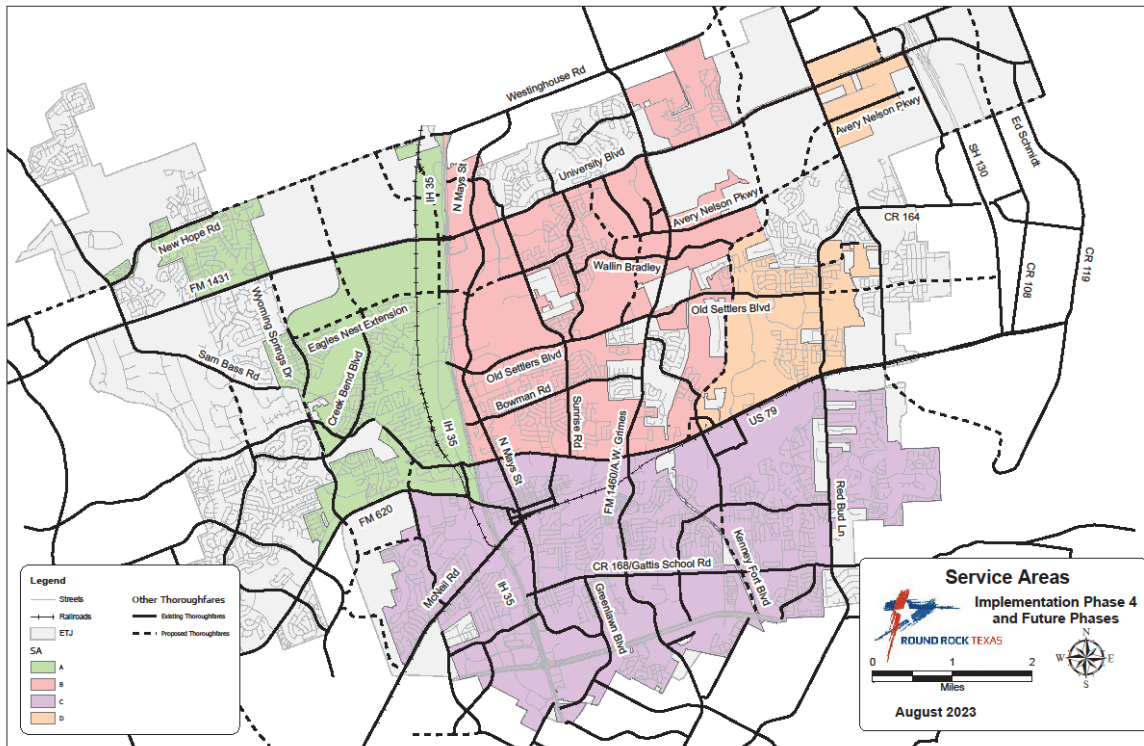
| Service Area | Previous Revenue | Revenue April 2024 to September 2024 | Total Revenue |
|--------------------|------------------|--------------------------------------|-----------------|
| Service Area A | \$2,254,228.90 | \$331,867.66 | \$2,586,096.56 |
| Service Area B | \$6,358,286.48 | \$546,811.38 | \$6,905,097.86 |
| Service Area C | \$2,724,365.19 | \$418,137.12 | \$3,142,502.31 |
| Service Area D | \$114,145.98 | \$480,418.62 | \$594,564.60 |
| Colletions to Date | \$11,451,026.55 | \$1,777,234.78 | \$13,228,261.33 |

* Collections in Service Area D began in January 2024.

Service Area B, generally east of IH 35, north of E. Palm Valley (US 79) and west of Kenny Fort Boulevard, continued to provide the most development generated revenue. Revenue increased in this reporting period based on two factors: an increase in Residential building permits; and Phase 2 and Phase 3 collection rates based on date of final plat recordation.

This reporting period included over 75 non-residential building 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.

Figure 1:RIF Service Areas



On January 1, 2024, Phase 3 of fee implementation went into effect. Any Final Plat recorded after this date will be subject to an increase in the percentage of Service Unit calculated for the

Roadway Impact fee. Residential rates will increase from 45% to 60% and Non-Residential rates will increase from 25% to 30% of maximum fee per service unit of \$2,511. Phase 4 with the increase maximum per service unit and split of Service A and Services Areas B, C and D rate structure will go into effect on January 1, 2025.

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 on the next page 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: | \$316,131.00 |
| Service Area B: | \$4,373,444.00 |
| Service Area C: | \$1,810,425.00 |
| Service Area D: | new in 2024 |
| Total: | \$6,500,000.00 |

| Available Balance | |
|--------------------------|-----------------------|
| Service Area A: | \$2,269,965.56 |
| Service Area B: | \$2,531,653.86 |
| Service Area C: | \$1,332,077.31 |
| Service Area D: | \$594,564.60 |
| Total: | \$6,728,261.33 |

Prior to FY2024, \$4 million in Roadway Impact Fee Revenue has been used in CO Debt Service Payments, with an additional \$2.5 million dollars distributed in FY 2024. 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*
- Service Area B (*will be split into new Service Area D as funding occurs*)
 - 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
- Eagles Nest (A-15, B-11 & B-12) design
- Kenny 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 3 (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-20) design
 - 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
 - Kenny 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. No new Offset Agreements or Consent Development Agreements have been processed in the current reporting period.

The *City of Round Rock 2023 Roadway Impact Fee Study Update (2023 Update)* has split Service Area B into two service areas, Service Area B and the new Service Area D, to account for all annexations completed since April 2023. The City Council approved this *2023 Update* on November 2, 2023, and began the process of modifying *Chapter 42, Article V, Code of Ordinances (2018 Edition), City of Round Rock, Texas* to address implementation of the new fees and Service Areas, these changes went into effect in January 2024.

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. In April 2024, the CIAC recommended and City Council approved modifications to the 2023 Study that included:

Project Changes

- Project B21 Wallin Bradley from College Park to A.W. Grimes
 - Now a 4-Lane enhanced from 4-Lane proposed
- Project B49 Wallin Bradley from College Park to Wallin Bradley (Future)
 - Now a 3-Lane proposed from a 4-Lane proposed
 - The location of termination moved from Avery Nelson to Medical Center.
- Project B32/D25 Old Settlers from Sunrise to CR 110
 - 6-Lane Enhanced reduced to 4-Lane existing from Kenny Fort to Red Bud
 - 4-Lane proposed from Red Bud to CR 110.

Conclusion and Recommendation

No significant issues have been identified with Roadway Impact Fee implementation. The Building Inspection, Finance and Transportation Departments provided excellent coordination in operating the program. City Council has completed the official update required to Roadway Impact Fee Ordinance before the March 2024 update schedule. 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.

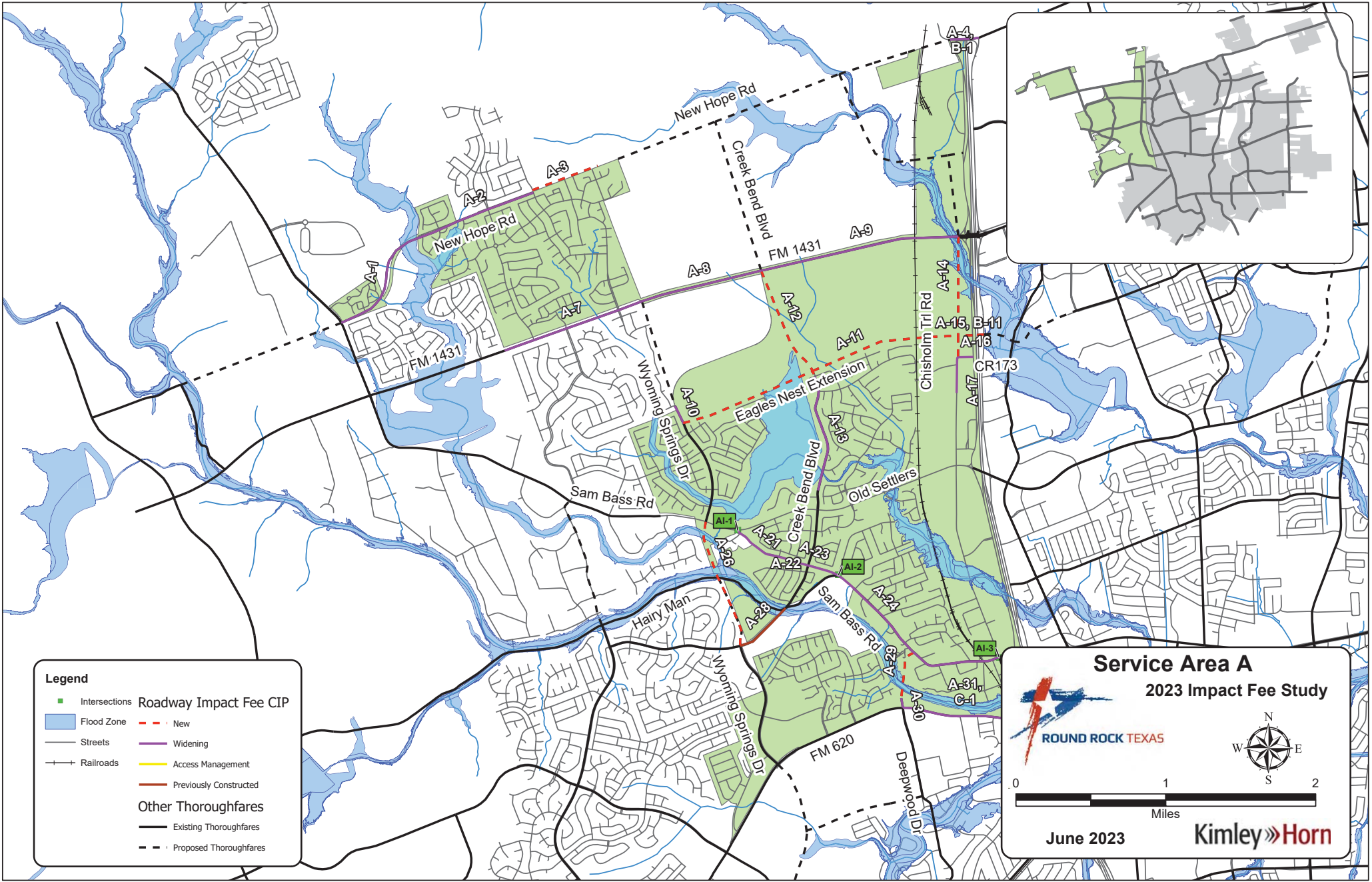
Appendix A:
10-Year Roadway Impact Fee Capital Improvements Plan



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% |



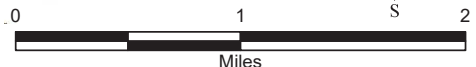
Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



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

June 2023

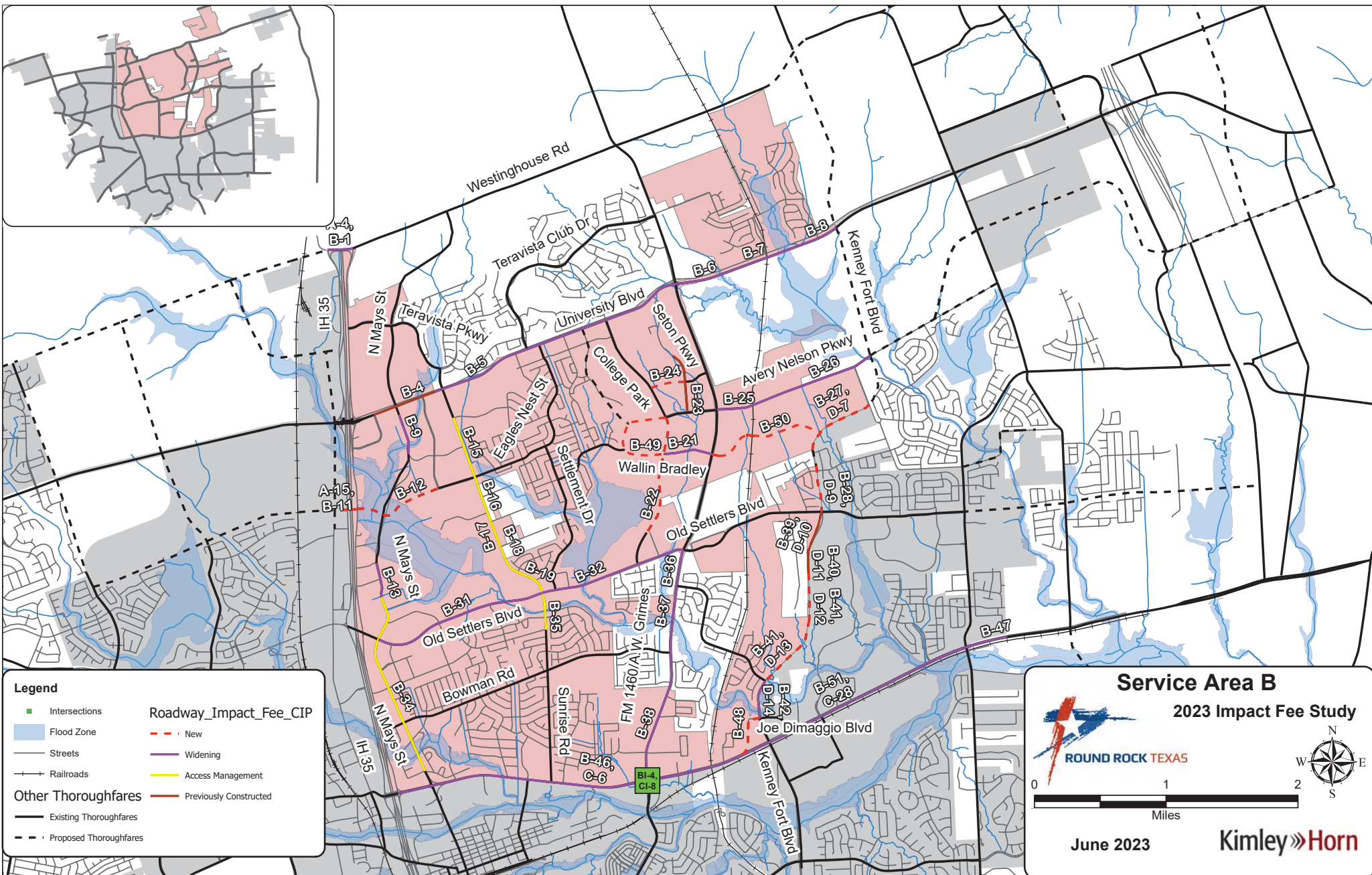
Kimley»Horn



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

Roadway_Impact_Fee_CIP

- New
- Widening
- Access Management
- Previously Constructed

Service Area B
2023 Impact Fee Study



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Miles

June 2023

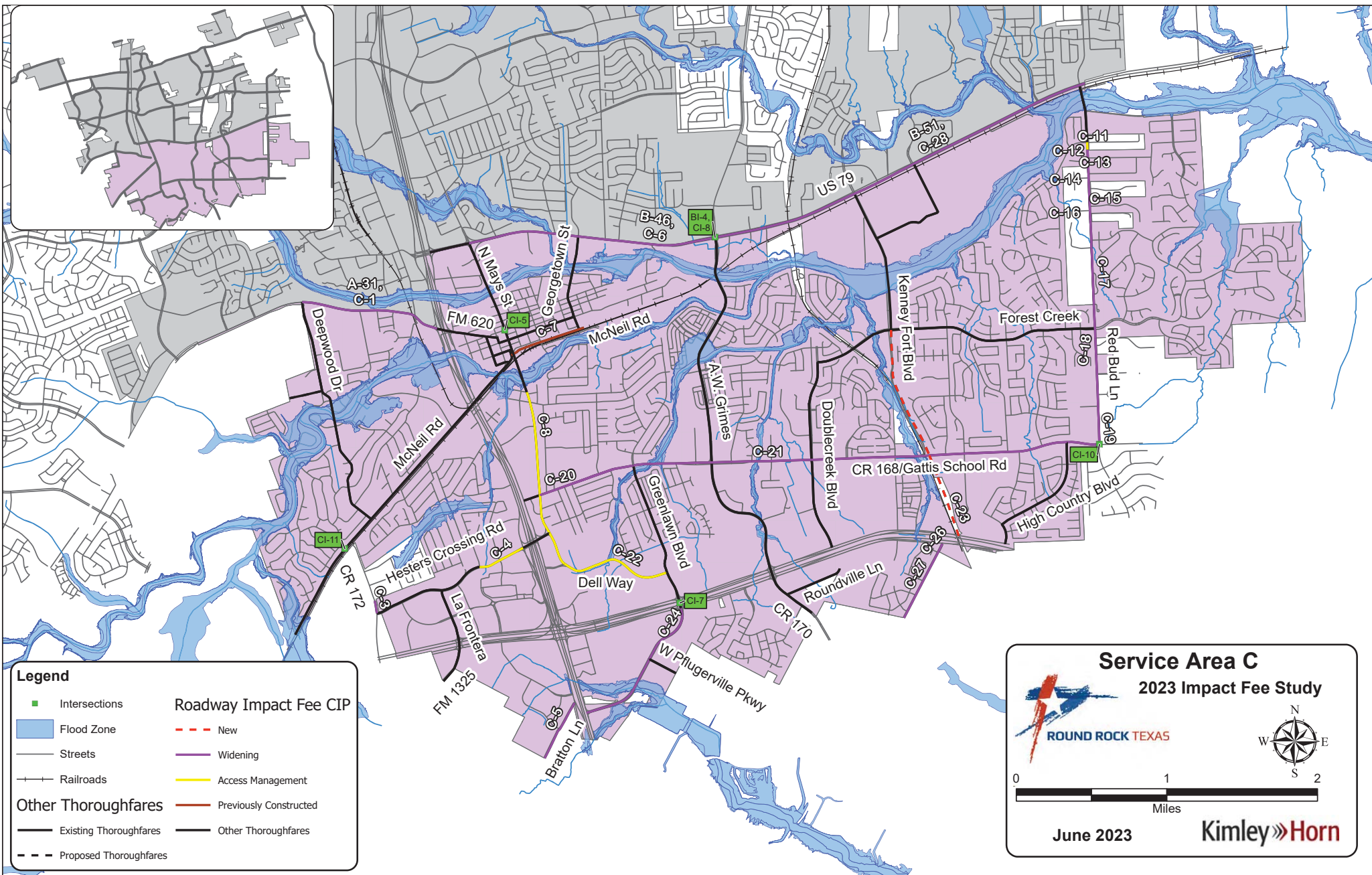
Kimley»Horn



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
- Existing Thoroughfares
- - - Proposed Thoroughfares


Roadway Impact Fee CIP

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

Service Area C
2023 Impact Fee Study







Miles

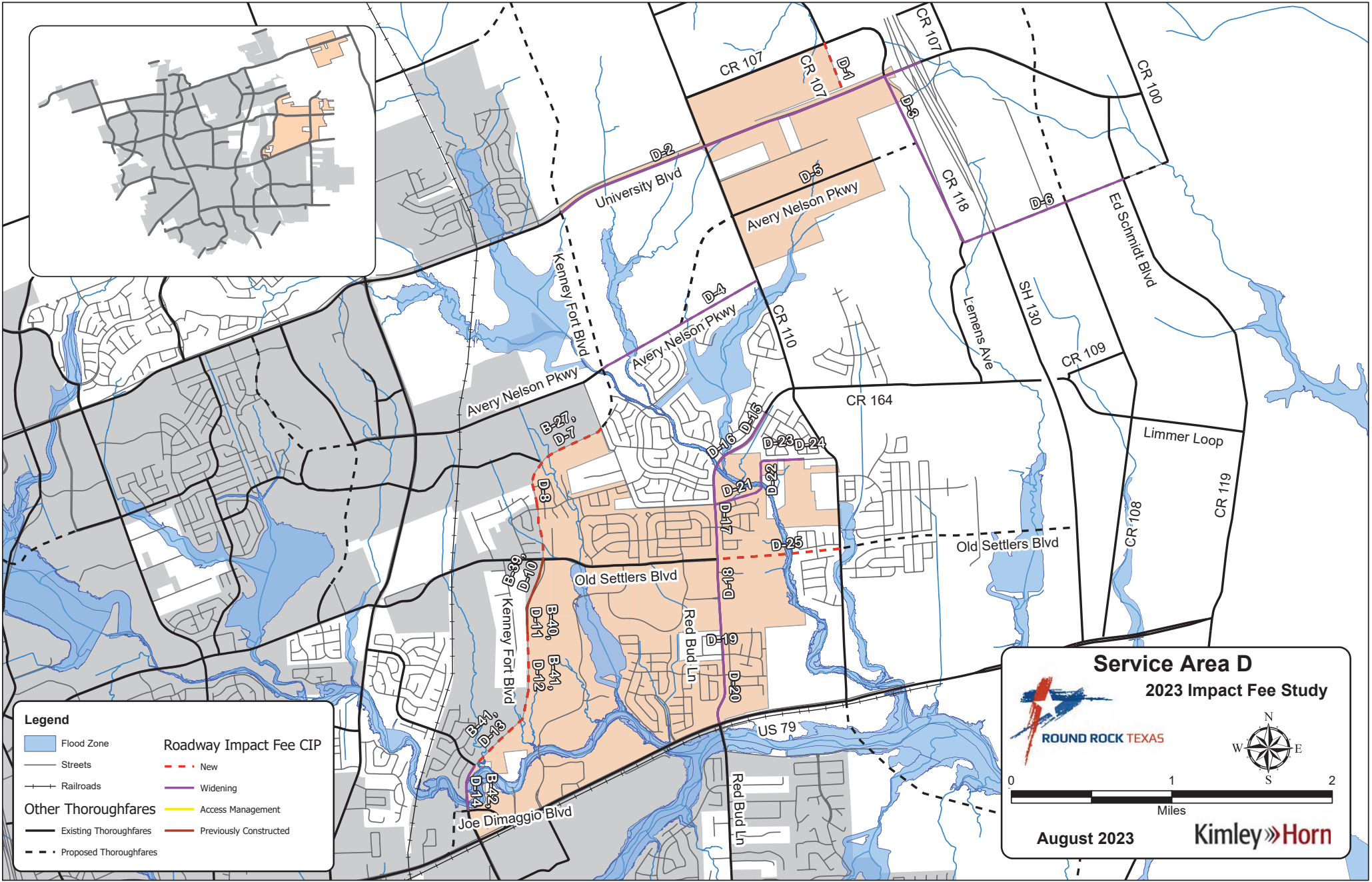
June 2023 **Kimley»Horn**



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 Managemnet 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**