



City of Round Rock

Capital Improvements Advisory Committee

(CIAC) Meeting Agenda - Final

Chairman Rob Wendt

Vice Chair J. Hollis Bone

Alternate Vice Chair Casey Clawson

Committee Member Aaron Dominguez

Committee Member Paul Emerson

Committee Member Scott Huckabay

Committee Member Amir Memic

Committee Member Wallis Meshier

Committee Member Richard Pumphrey

Ad Hoc Committee Member Mary Allen Ramprasad

Wednesday, November 20, 2024

5:30 PM

City Council Chambers, 221 East Main St.

A. CALL MEETING TO ORDER

B. ROLL CALL

C. CITIZEN COMMUNICATION

[Pursuant to Texas Government Code, Section 551.007 which allows the public to speak for a total of three (3) minutes on any of the agenda items listed below - excluding any executive sessions.]

D. APPROVAL OF MINUTES:

D.1 Consider approval of the minutes for the May 1, 2024, CIAC meeting.

E. PRESENTATIONS:

E.1 Consider a presentation from the Public Works - Utilities Division and recommend approval of the Semi-Annual Report to City Council with respect to the progress of the Capital Improvements Plan and identification of any perceived inequities in implementing the plan or imposing the impact fee.

E.2 Consider a presentation from the Public Works - Transportation Division and recommend approval of the Semi-Annual Report to City Council with respect to the progress of the Roadway Impact Fee Capital Improvements Plan and identification of any perceived inequities in implementing the plan or imposing the impact fee.

F. ADJOURNMENT

In addition to any executive session already listed above, the Capital Improvements Advisory Committee for the City of Round Rock reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any of the matters listed below as authorized by Texas Government Code:

§551.071 Consultation with Attorney

§551.072 Deliberations regarding Real Property

§551.073 Deliberations regarding Gifts and Donations

§551.074 Personnel Matters

§551.076 Deliberations regarding Security Devices

§551.087 Deliberations regarding Economic Development Negotiations

POSTING CERTIFICATION

I certify that this notice of the Capital Improvements Advisory Committee was posted on the 14th day of November 2024, at 5:00 p.m. as required by law in accordance with Section 551.043 of the Texas Government Code.

/ORIGINAL SIGNED/

Ann Franklin, City Clerk



City of Round Rock

Meeting Minutes - Draft

Capital Improvements Advisory Committee (CIAC)

Wednesday, May 1, 2024

A. CALL MEETING TO ORDER

The Capital Improvements Advisory Committee for the City of Round Rock met on Wednesday, May 1, 2024, in the City Council Chambers, located at 221 E. Main Street, Round Rock. Chairman Wendt called the meeting to order at 5:30 PM.

B. ROLL CALL

Present 9 - Chairman Rob Wendt
Vice Chair J. Hollis Bone
Alternate Vice Chair Casey Clawson
Committee Member Paul Emerson
Committee Member Jennifer Henderson
Committee Member Scott Huckabay
Committee Member Wallis Meshier
Committee Member Richard Pumphrey
Ad-Hoc Justin Sims

Absent 1 - Committee Member Aaron Dominguez

Alternate Vice Chair Clawson arrived during the presentation of item E.1.

C. CITIZEN COMMUNICATION

There were no citizens wishing to speak at this meeting.

D. APPROVAL OF MINUTES:

D.1 Consider approval of the minutes for the November 15, 2023, CIAC meeting.

A motion was made by Committee Member Henderson, seconded by Committee Member Emerson, to approve the meeting minutes. The motion passed by the following vote:

Ayes: 8 - Chairman Wendt
Vice Chair Bone
Committee Member Emerson
Committee Member Henderson
Committee Member Huckabay
Committee Member Meshier
Committee Member Pumphrey

Ad-Hoc Sims

Nays: 0

Absent: 2 - Alternate Vice Chair Clawson
Committee Member Dominguez

E. PRESENTATIONS:

- E.1** Consider a presentation from the Utilities and Environmental Services Department and recommend approval of the Semi-Annual Report to City Council with respect to the progress of the Capital Improvements Plan and identification of any perceived inequities in implementing the plan or imposing the impact fee.

Michael Thane, Utilities and Environmental Services Department Director, made the staff presentation.

A motion was made by Committee Member Henderson, seconded by Committee Member Emerson, that the draft report be recommended for City Council approval. The motion passed by the following vote:

Ayes: 9 - Chairman Wendt
Vice Chair Bone
Alternate Vice Chair Clawson
Committee Member Emerson
Committee Member Henderson
Committee Member Huckabay
Committee Member Meshier
Committee Member Pumphrey
Ad-Hoc Sims

Nays: 0

Absent: 1 - Committee Member Dominguez

- E.2** Consider a presentation from the Transportation Department and recommend approval of the Semi-Annual Report to City Council with respect to the progress of the Roadway Impact Fee Capital Improvements Plan and identification of any perceived inequities in implementing the plan or imposing the impact fee.

Brian Kuhn, Assistant Director of the Transportation Department, made the staff presentation.

A motion was made by Committee Member Henderson, seconded by Vice Chair Bone, that the draft report be recommended for City Council approval. The motion passed by the following vote:

Ayes: 9 - Chairman Wendt
Vice Chair Bone
Alternate Vice Chair Clawson
Committee Member Emerson
Committee Member Henderson
Committee Member Huckabay
Committee Member Meshier
Committee Member Pumphrey
Ad-Hoc Sims

Nays: 0

Absent: 1 - Committee Member Dominguez

- E.3** Consider a presentation, provide comments, and consider a recommendation to the City Council regarding a Roadway Impact Fee Study Update.

Brian Kuhn, Assistant Director of the Transportation Department, made the staff presentation.

A motion was made by Committee Member Henderson, seconded by Alternate Vice Chair Clawson, that the Roadway Impact Fee Study Update be recommended for City Council approval. The motion passed by the following vote:

Ayes: 9 - Chairman Wendt

Vice Chair Bone

Alternate Vice Chair Clawson

Committee Member Emerson

Committee Member Henderson

Committee Member Huckabay

Committee Member Meshier

Committee Member Pumphrey

Ad-Hoc Sims

Nays: 0

Absent: 1 - Committee Member Dominguez

F. ADJOURNMENT

*There being no further business, Chairman Wendt adjourned the meeting at 6:11 PM.
Respectfully Submitted,*

Cecilia Chapa, Planning & Zoning Commission Liaison

Impact Fee Semi-Annual Report

DATE OF REVIEW: November 20, 2024

Presentation by the Public Works Department – Utilities Division.

RECOMMENDED MOTION:

Recommend approval of the City of Round Rock's Water and Wastewater Capital Improvements Plan Semi-Annual report for presentation to the Council.

Capital Improvements Plan Progress

Semi-Annual Report
November 2024



SUMMARY

The 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 Impact Fee. Included herein is the semi-annual report for the reporting period of April 1, 2024, to September 30, 2024. This report assesses the actual growth rate compared to the projected growth rate, the status update of capital improvement projects, and the Impact Fees collected during the reporting period.

The local government code also requires the CIAC to advise the City Council on updating the land use assumptions, capital improvements plan, and Impact Fees. The City last updated these items in September 2023, and the new Impact Fees went into effect on January 1, 2024.

Figure 1 shows the groundwater and surface water produced and the number of active water services over the past two years. Although the City continues to grow, overall water production has remained relatively steady. However, water demand fluctuates significantly with weather conditions, particularly during summer. The City's water conservation and reuse programs play a key role in managing and reducing overall water usage.

Figure 1

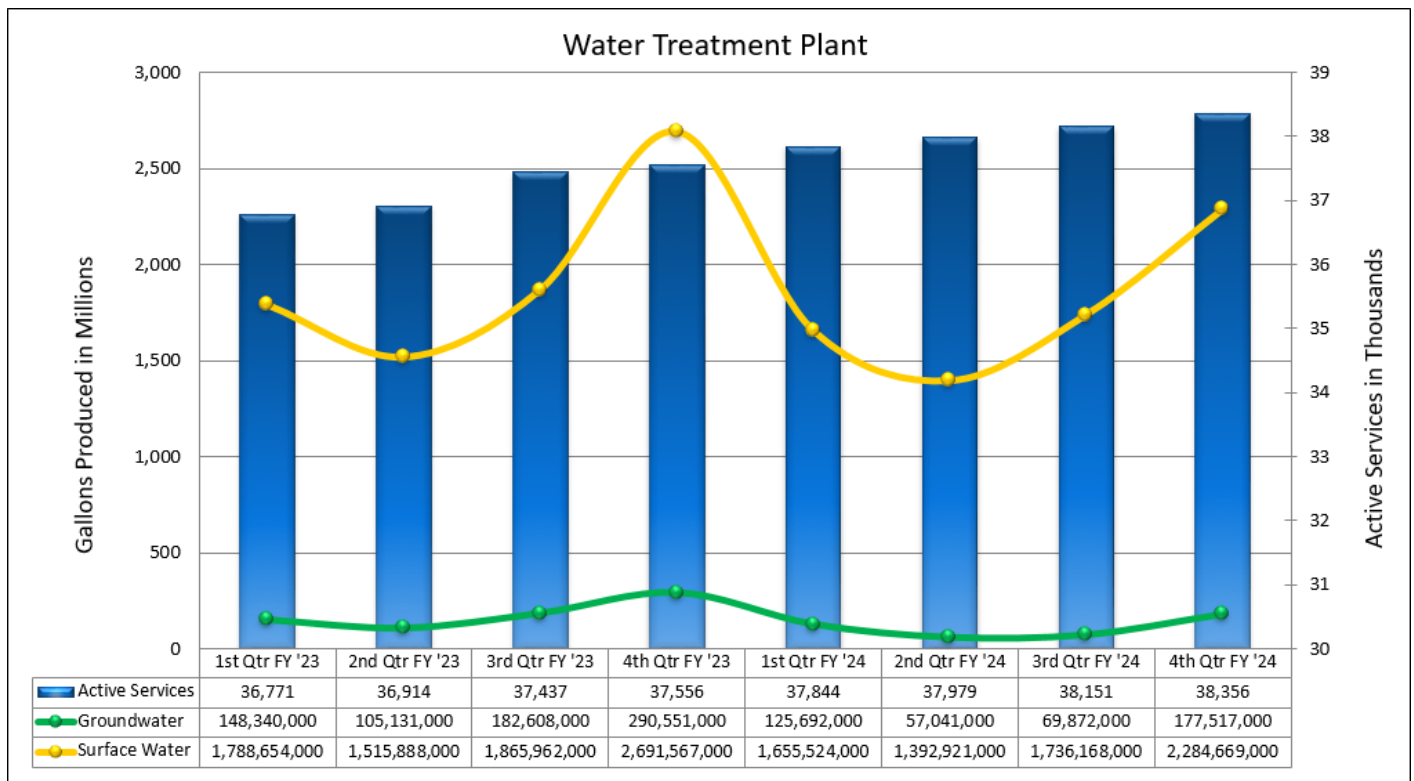


Figure 2 reflects the daily average of potable water produced each month over the last five years. Total water production is dependent on weather conditions; therefore, discretionary water usage is higher during the summer months.

Figure 2

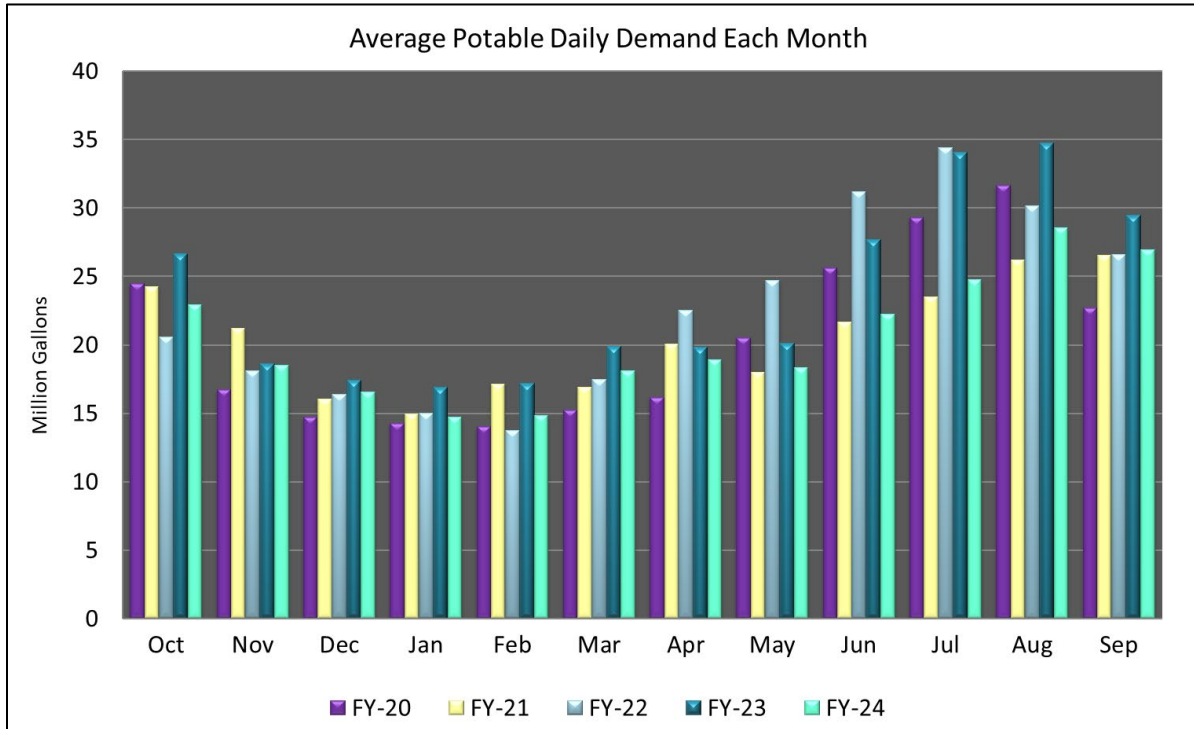


Figure 3 reflects the monthly potable treated water production and the Type I Reuse treated water production. The City's reuse water system began production in October 2012 with three customers: Old Settlers Park, Dell Diamond, and Forest Creek Golf Course. The City has since expanded the system to Forest Creek HOA, Legends Village Subdivision, Austin Community College, Texas A&M Health Science Center, Forest Grove and Vizcaya Subdivisions, and Kalahari Resort. The City continues to promote reuse water in the northeast part of Round Rock, and as depicted in Figure 3, the demand continues to grow.

Figure 3

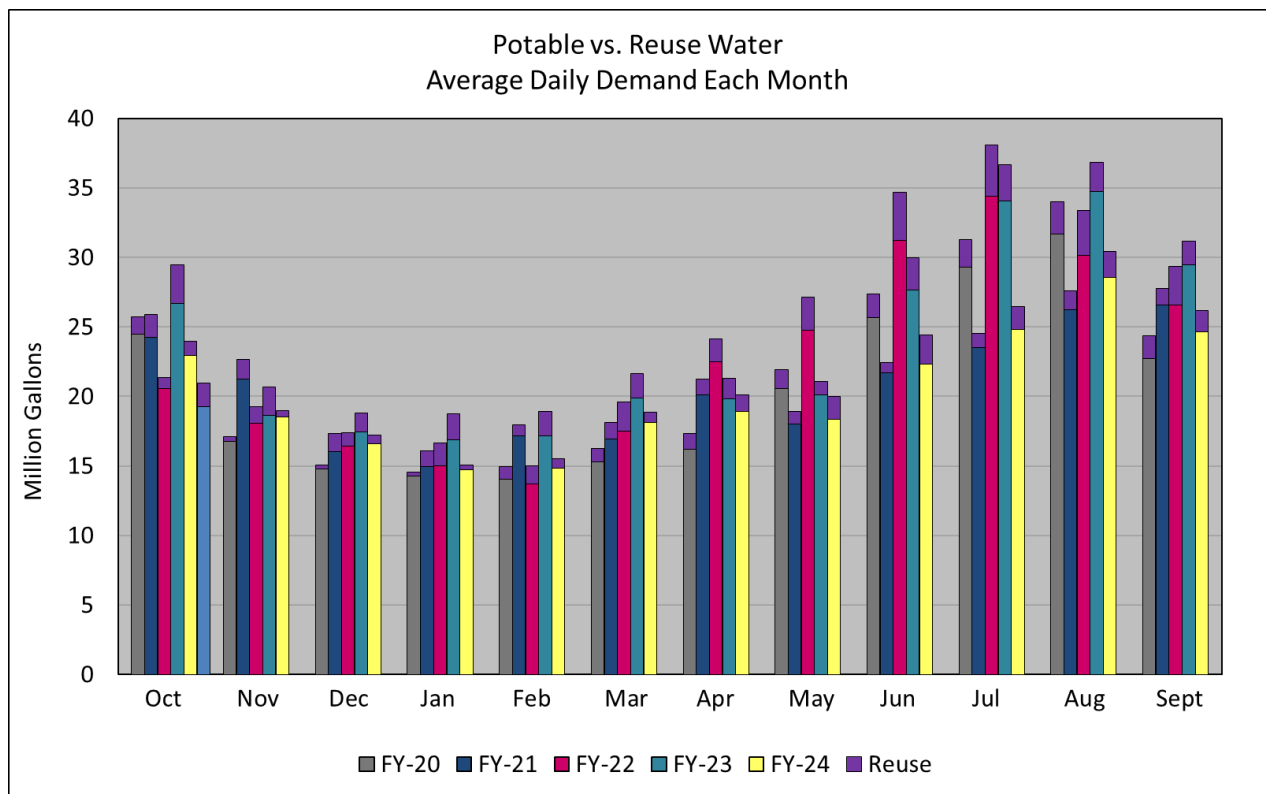


Figure 4 shows the number of new single-family building permits issued in the City of Round Rock and the City's extra-territorial jurisdiction (ETJ). Over the past five years, new single-family housing starts in the City have ranged from 533 to 1,057 per year.

The City issued 906 single-family building permits in FY-24. Most of the current construction activity is in the northeast part of Round Rock in the Salerno and Avery East Subdivisions.

As noted in Figure 4, all Municipal Utility Districts (MUDs) in Round Rock's ETJ have potentially been built out for their single-family properties since FY-21.

Figure 4

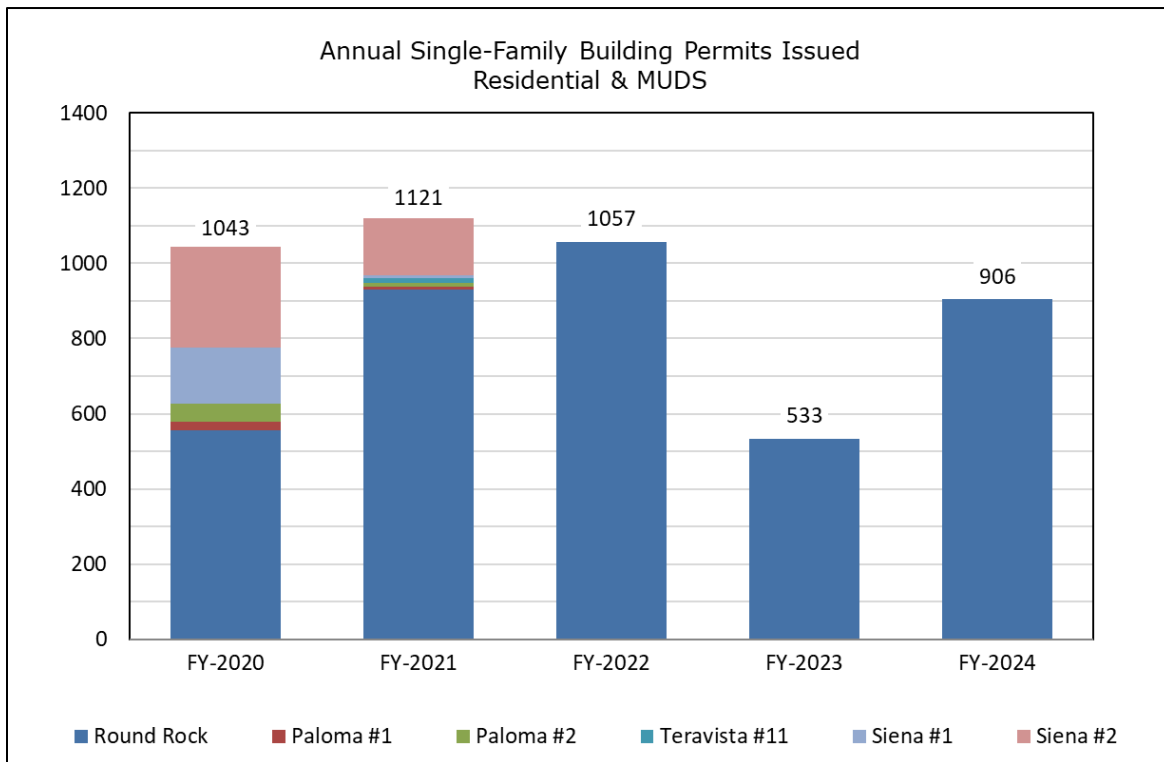


Table 1 reflects the number of multi-family units permitted annually. Currently, there are five multi-family complexes under construction.

Table 1

In-City Retail	
Fiscal Year	Multi-Family Units
FY 2020	430 (196.5 LUEs)
FY 2021	584 (391.5 LUEs)
FY 2022	1626 (896 LUEs)
FY 2023	841 (420.5 LUEs)
FY 2024	369 (184.5 LUEs)
Out-of-City Wholesale	
Fiscal Year	Multi-Family Units
FY 2022	720 (404.4 LUEs)

Table 2 shows the number of new commercial building permits issued annually. Over the past five years, this number has been steady, ranging from 39 to 52 annually, and commercial development in the City continues to be consistent. We currently see a mix of business, retail, and light industrial commercial development.

Table 2

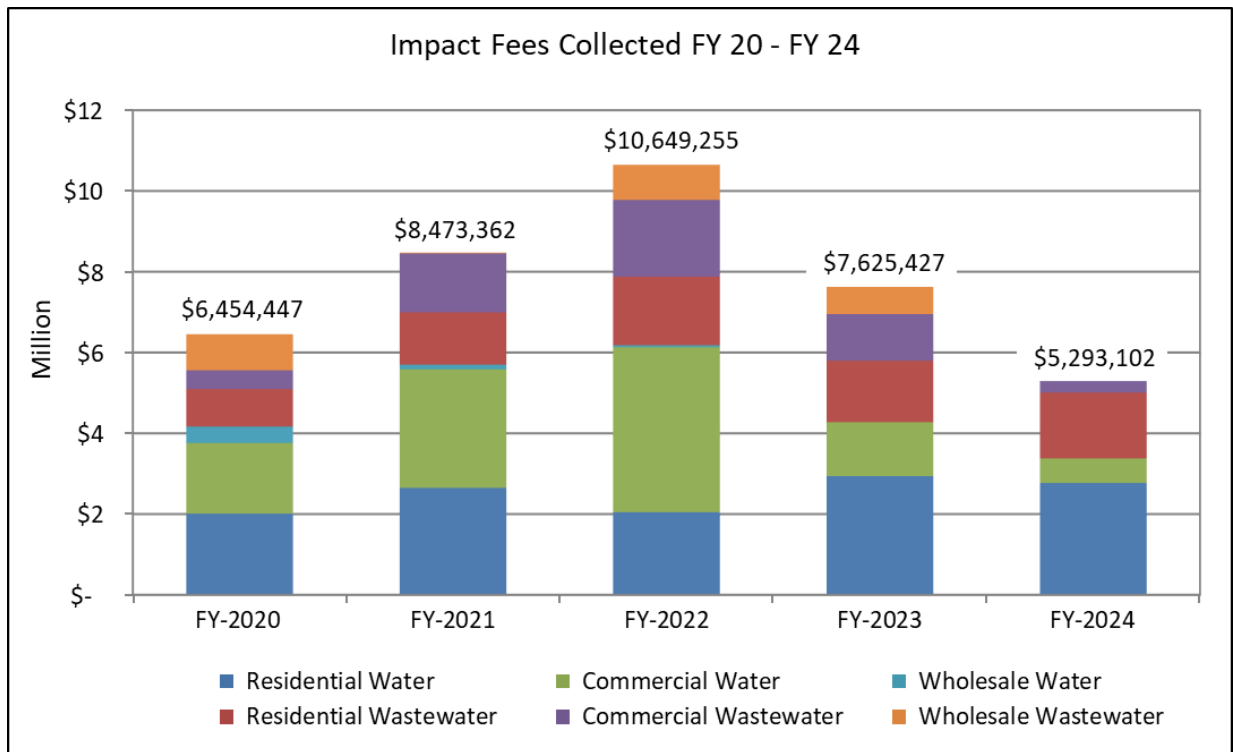
Fiscal Year	Commercial Building Permits
FY 2020	44 (150.5 LUEs)
FY 2021	39 (161 LUEs)
FY 2022	39 (234.5 LUEs)
FY 2023	29 (89.5 LUEs)
FY 2024	52 (292.5 LUEs)

Table 3 and Figure 5 summarize the Water and Wastewater Impact Fees collected from In-City residential (single-family and multi-family) and commercial customers, as well as Out-of-City wholesale customers. In FY-20, there was a significant decrease in collections, largely due to the pandemic. In FY-21, In-City residential and commercial collections rebounded, while Out-of-City wholesale collections declined, primarily due to the buildout of most MUDs. FY-22 saw a substantial increase in In-City commercial water and wastewater connections. By FY-23, Impact Fee collections had returned to the City's anticipated average, but there was a slight decline in FY-24.

Table 3

	FY-20	FY-21	FY-22	FY-23	FY-24
In-City Residential					
Water	\$ 2,008,822	\$ 2,649,580	\$ 2,043,907	\$ 2,938,553	\$ 2,769,582
Wastewater	\$ 930,467	\$ 1,296,554	\$ 1,695,908	\$ 1,522,930	\$ 1,632,281
In-City Commercial					
Water	\$ 1,752,110	\$ 2,934,225	\$ 4,085,751	\$ 1,338,332	\$ 607,902
Wastewater	\$ 461,347	\$ 1,457,580	\$ 1,900,865	\$ 1,153,932	\$ 283,337
Out-of-City Wholesale					
Water	\$ 406,253	\$ 114,713	\$ 52,534	\$ 0	\$ 0
Wastewater	\$ 895,448	\$ 20,711	\$ 870,291	\$ 671,680	\$ 0
Total Collected	\$ 6,454,447	\$ 8,473,363	\$ 10,649,256	\$ 7,625,427	\$ 5,293,102

Figure 5



During the 2023 water model update, the City projected that 880 Living Unit Equivalents (LUEs) would be added to the water system annually. With an Impact Fee of \$4,912 per LUE, this suggests the City should collect approximately \$4.3 million in Water Impact Fees each year, assuming growth follows projections.

Similarly, the wastewater model update estimated that 1,513 LUEs would be added to the wastewater system annually. At an Impact Fee of \$2,921 per LUE, this would result in the City collecting approximately \$4.4 million per year in Wastewater Impact Fees, assuming growth meets expectations.

The actual Impact Fees collected show that new connections to the water and wastewater systems were less than projected in FY-24.

Table 4 provides population projections for Round Rock and Round Rock's ETJ. These projections, anticipating a steady growth rate, indicate that capital improvements to the City's water and wastewater utility systems will be necessary to keep up with growth in Round Rock.

Table 4

Year	Inside City				City's ETJ	
	Population Projection	Actual	Growth Rate Projection	Actual	Projection	Growth Rate
2020 (Census)	119,468		-		178,704	-
2021	122,455	122,827	2.5%	2.8%	182,336	2.0%
2022	125,516	124,614	2.5%	1.5%	184,993	1.5%
2023	128,292	131,235	2.2%	5.3%	189,286	2.3%
2024	134,540	134,858	4.9%	2.8%	196,035	3.6%
2025	139,834		3.9%		202,208	3.1%
2026	145,208		3.8%		208,843	3.3%
2027	149,621		3.0%		214,486	2.7%
2028	153,530		2.6%		219,624	2.4%
2029	157,298		2.5%		224,320	2.1%
2030	161,136		2.4%		228,933	2.1%
2031	164,982		2.4%		233,479	2.0%
2032	168,791		2.3%		237,885	1.9%
2033	172,520		2.2%		242,143	1.8%
2034	176,163		2.1%		246,273	1.7%
2035	179,507		1.9%		250,040	1.5%
2036	182,560		1.7%		253,433	1.4%
2037	185,513		1.6%		256,700	1.3%
2038	188,427		1.6%		259,901	1.2%
2039	191,306		1.5%		263,017	1.2%
2040	194,151		1.5%		266,051	1.2%

Note: 2020 is the base year for all projections in this table.

Table 5 summarizes the status of the Water System (Impact Fee eligible) Capital Improvement Projects included in the September 2023 Impact Fee Analysis.

Table 5

Completed Water Projects	Completion	Impact Fee Report Estimated Cost	Actual Cost
South 81 Elevated Storage Tank Pump Station	2019	\$157,000	\$1,070,900
Arterial H Phase II	2020	\$1,470,500	\$1,375,045
BCRUA Phase 1C - WTP Expansion to 32MGD	2020	\$4,465,000	\$3,635,540
Water Dist. Master Plan & Impact Fee	2020	\$66,000	\$220,570
University Blvd extension from end of 36" main to CR-110	2022	\$1,150,000	\$775,481
E Liberty Ave, N Shephard St & Fannin Ave	2022	\$500,000	\$938,983
Kenny Fort Blvd from Old Settlers to Chandler Creek (24" WL)	2024	\$4,212,134	\$4,212,134
		\$12,020,634	\$12,228,653

Water Projects In Progress	Completion	Impact Fee Report Estimated Cost	Current Estimate
Kenny Fort Blvd from Forest Creek Blvd to SH45 (12" WL)	2024	\$1,787,073	\$1,787,073
Old Settlers from Red Bud to CR-110 (16" WL)	2025	\$1,500,000	\$1,584,000
Sam Bass Rd from FM-1431 to Wyoming Springs (42" WL)	2025	\$10,770,000	\$10,770,000
BCRUA Phase 1D - WTP Expansion to 42MGD	2025	\$4,934,911	\$4,934,911
Kenny Fort Blvd 5 & 6 (24" WL)*	2026	\$1,800,000	\$1,800,000
Red Bud from south of Palm Valley Blvd to Gattis School (24" WL)*	2026	\$4,560,000	\$4,560,000
BCRUA Phase 2 - Deep Water Intake	2027	\$77,437,930	\$77,437,930
BCRUA 6MG Clearwell*	2027	\$4,760,000	\$4,760,000
BCRUA Phase 2A - WTP Expansion to 64MGD*	2028	\$35,000,000	\$46,000,000
		\$142,549,914	\$153,633,914

**Current estimates based on updated industry rates for projects in the design phase.*

Upcoming Water Projects	Estimated Completion	Impact Fee Report Estimated Cost
Groundwater GST and Pump Station Land Purchase	2025	\$784,000
Hester's Crossing and CR-172 from west 971 zone to S-81 EST	2026	\$2,500,000
Eagle's Nest in Connection w/ Road Extension	2027	\$2,300,000
Red Bud & Gattis School to High County EST (24" WL)	2030	\$1,500,000
East Groundwater Supply (Joint Project w/ Georgetown)	2030	\$35,000,000
		\$42,084,000

Table 6 summarizes the status of the Wastewater System (Impact Fee eligible) Capital Improvement Projects included in the September 2023 Impact Fee Analysis.

Table 6

Completed Wastewater Projects	Completion	Impact Fee Report Estimated Cost	Actual Cost
Brushy Creek 2	2019	\$685,000	\$349,000
Brushy Creek 4	2019	\$173,000	\$173,000
MC-1: New 6,760LF of 18-in	2022	\$1,973,000	\$0
		\$2,831,000	\$522,000

Wastewater Projects in Progress	Completion	Impact Fee Report Estimated Cost	Current Estimate
Lake Creek 1	2024	\$3,786,150	\$3,951,150
Kenny Fort (2/3) from Forest Creek to Gattis School (18" WW)	2024	\$844,872	\$844,872
Cottonwood Lift Station and Forcemain*	2026	\$5,535,000	\$9,500,000
MC-2 - West side of SH130 (15" WW)*	2026	\$3,961,000	\$3,961,000
CC-4 - Near Old Settlers Park (18" WW)*	2027	\$2,092,000	\$1,132,012
WWTP Expansion to 40MGD*	2030	\$99,000,000	\$109,000,000
		\$115,219,022	\$128,389,034

**Current estimates based on updated industry rates for projects in the design phase.*

Upcoming Wastewater Projects	Estimated Completion	Impact Fee Report Estimated Cost
CC-2 - West of AW Grimes (12" WW)	2026	\$516,000
CC-1 - Sunrise Rd South of University (15" WW)	2026	\$2,560,000
BC-1 - Downtown Round Rock (12"-18" WW)	2027	\$2,294,000
MC-3 - North of Paloma Lake (24" WW)	2028	\$4,978,000
LC-3 - Near Round Rock West (15" WW)	2028	\$2,748,000
MC-4 - South of University between AW Grimes and CR110 (10"-15" WW)	2029	\$7,433,000
LC-4 - South of McNeil Rd along I35 (24" WW)	2030	\$3,694,000
		\$24,223,000

Table 7 summarizes the status of the Reuse Water System (Impact Fee eligible) Capital Improvement Projects included in the September 2023 Impact Fee Analysis.

Table 7

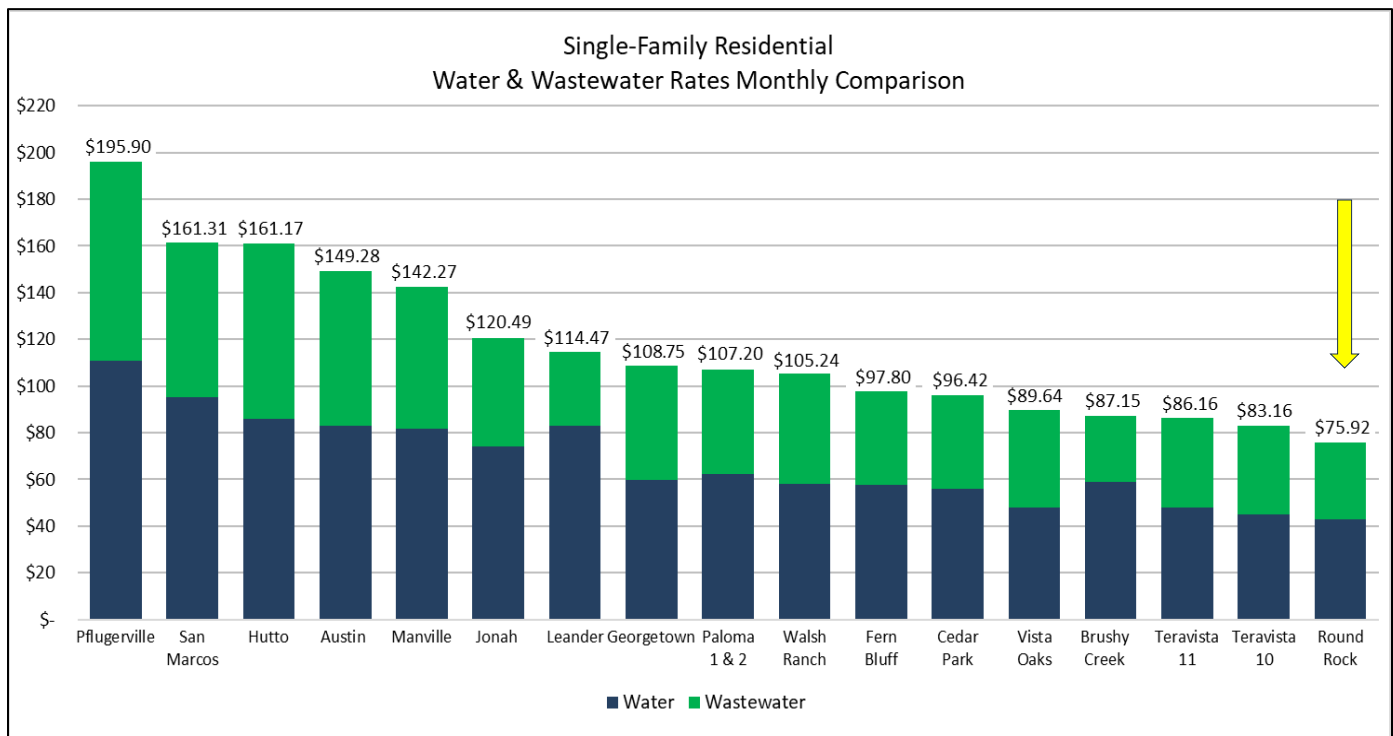
Reuse Projects in Progress	Completion	Impact Fee Report Estimated Cost	Current Estimate
Kenny Fort Blvd 16-inch Reuse Line	2024	\$1,705,468	\$1,705,468
Reuse High Service Pump Addition*	2026	\$750,000	\$1,617,000
Kenny Fort Blvd 24-inch Reuse Line*	2026	\$6,000,000	\$5,800,000
Reuse 2MG Ground Storage Tank*	2026	\$4,000,000	\$4,000,000
		\$12,455,468	\$13,122,468

**Current estimates based on updated industry rates for projects in the design phase.*

Upcoming Reuse Projects	Estimated Completion	Impact Fee Report Estimated Cost
Reuse Line to Dell Way	2027	\$4,995,000
		\$4,995,000

Figure 6 compares Single-Family Residential Utility Rates for Round Rock to surrounding Central Texas Municipalities and Municipal Utility Districts. As depicted, Round Rock utility rates remain among the lowest in the region.

Figure 6



*assumes 10,000 gallons water and 6,000 gallons wastewater used

Table 8 provides a comparison of Round Rock's Water and Wastewater Impact Fees with those of neighboring cities and Municipal Utility Districts. Historically, Round Rock had one of the highest total Impact Fees for new water and wastewater connections. However, in recent years, several nearby cities have raised their fees, surpassing Round Rock. Round Rock's philosophy is for new customers and developments to pay for the required capital improvements driven by growth.

Table 8

Area Impact Fee Comparison				
City/Utility	Last Update	Water	Wastewater	Total
Brushy Creek MUD	2012	\$2,095	\$1,804	\$3,899
Cedar Park	2020	\$3,160	\$3,170	\$6,330
San Marcos	2018	\$3,801	\$2,684	\$6,485
Austin	2023	\$4,800	\$2,900	\$7,700
Round Rock	2023	\$4,912	\$2,921	\$7,833
Leander	2023	\$8,762	\$2,301	\$11,063
Hutto	2021	\$8,832	\$2,788	\$11,620
Pflugerville	2023	\$14,713	\$1,316*	\$16,029
Georgetown	2023	\$11,000	\$6,129*	\$17,129

*Indicates the City has two different Wastewater Impact Fees based on service area. The table shows the lowest fee charged by that City.

CONCLUSION AND RECOMMENDATIONS

Due to the volatility in growth rates and infrastructure demands, the City recommends reviewing Impact Fees approximately every three years. The most recent Impact Fee update report was completed in September 2023, adopted by the City Council in November 2023, and became effective on January 1, 2024.

In recent years, Round Rock's population growth has aligned with projections from the Impact Fee Analysis. As a result, connections to the water and wastewater systems have increased as generally expected in terms of forecasts.

Given the increase in system connections and the upcoming infrastructure projects required to support this growth, the City updates its Water and Wastewater Master Plans and Impact Fee Report approximately every three years. This approach ensures that the City collects appropriate fees, ensuring that new development contributes its fair share toward the cost of necessary water and wastewater infrastructure.

The next Capital Improvements Plan Progress Report will be presented to the CIAC and the City Council in approximately six months.

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

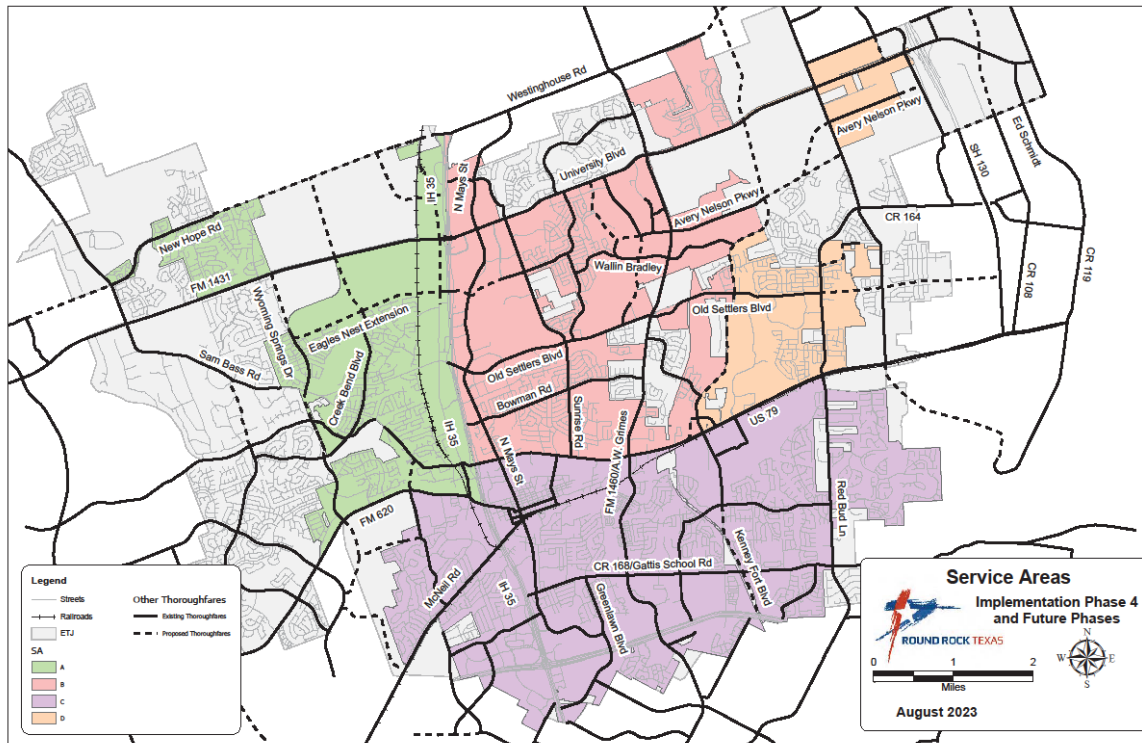
Service Area	Previous Revenue	Revenue April 2024 to September 2024	Total Revenue
Service Area A	\$2,254,228.90	\$331,867.66	\$2,586,096.56
Service Area B	\$6,358,286.48	\$546,811.38	\$6,905,097.86
Service Area C	\$2,724,365.19	\$418,137.12	\$3,142,502.31
Service Area D	\$114,145.98	\$480,418.62	\$594,564.60
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
- 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 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
 - 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. 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.

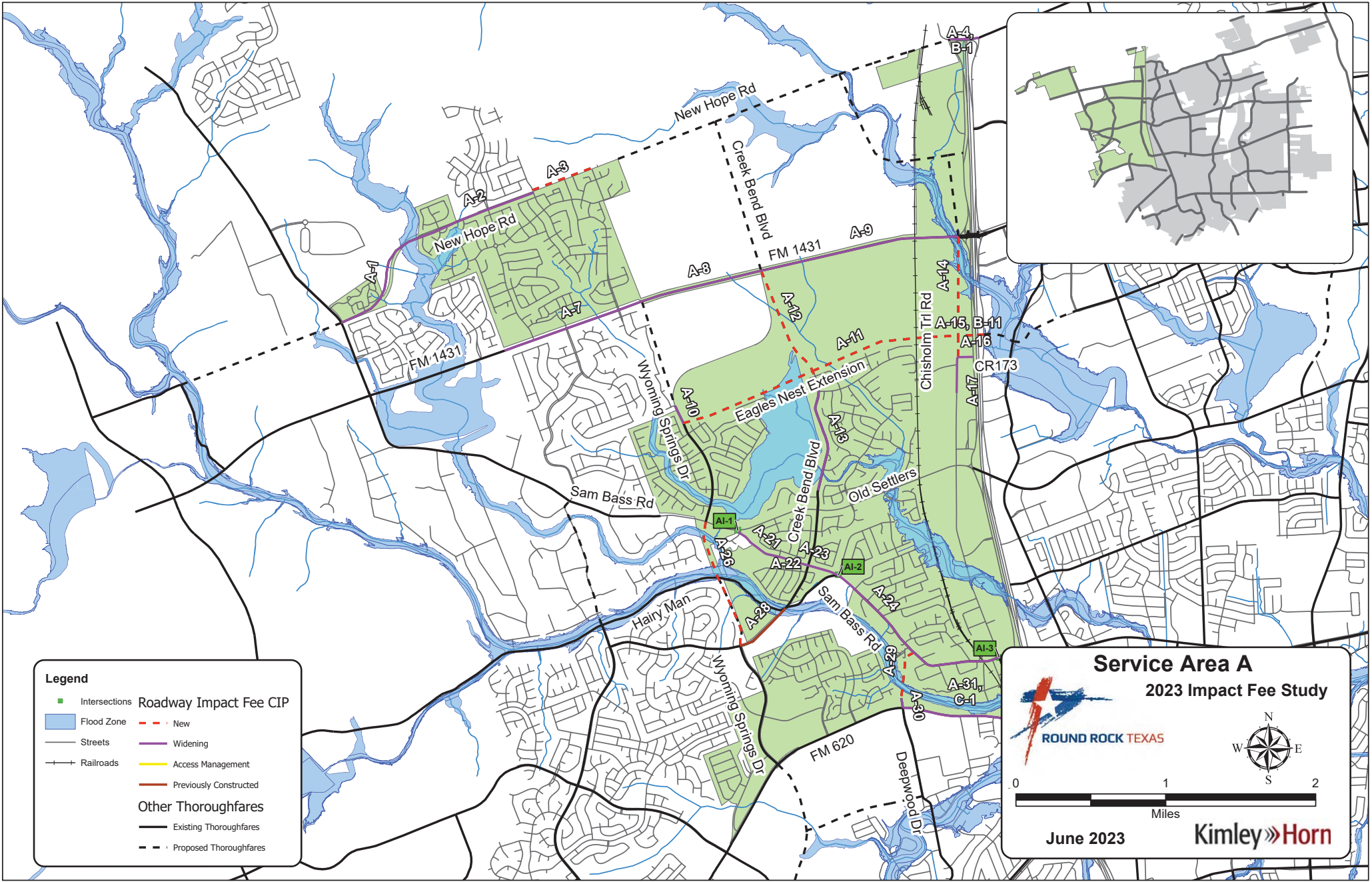
Appendix A:
10-Year Roadway Impact Fee Capital Improvements Plan



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 Lagoona 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 Managemnet Infrastructure	-		25%

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



Legend

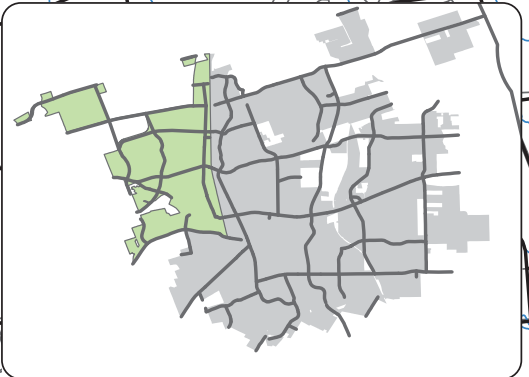
- Intersections
- Flood Zone
- Streets
- Railroads

Roadway Impact Fee CIP

- New
- Widening
- Access Management
- Previously Constructed

Other Thoroughfares

- Existing Thoroughfares
- Proposed Thoroughfares



Service Area A
2023 Impact Fee Study

ROUND ROCK TEXAS

June 2023

Kimley»Horn

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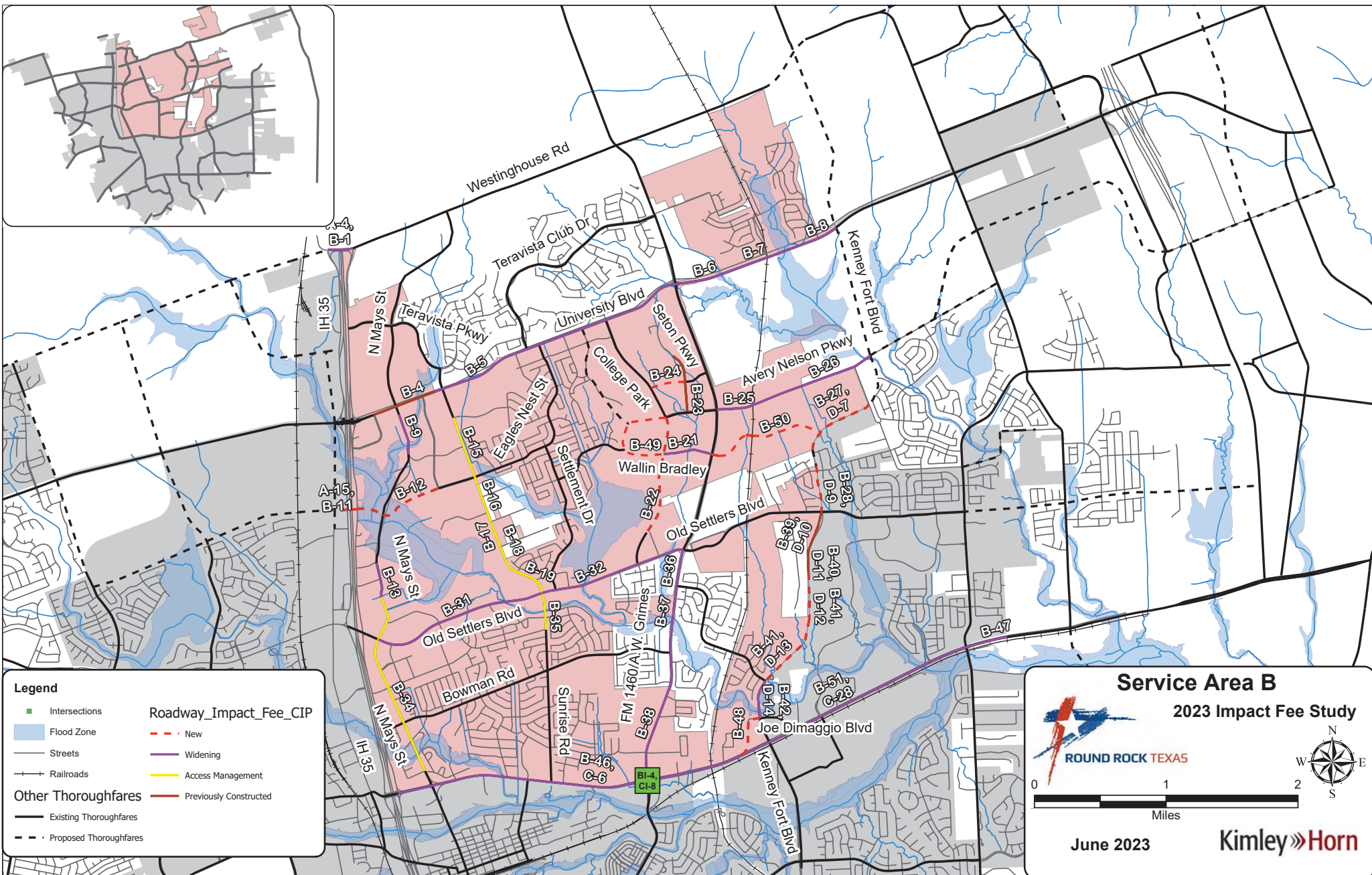
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Table 2.B. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area B

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_CIPNewWideningAccess ManagementPreviously Constructed

Service Area B
2023 Impact Fee Study

June 2023

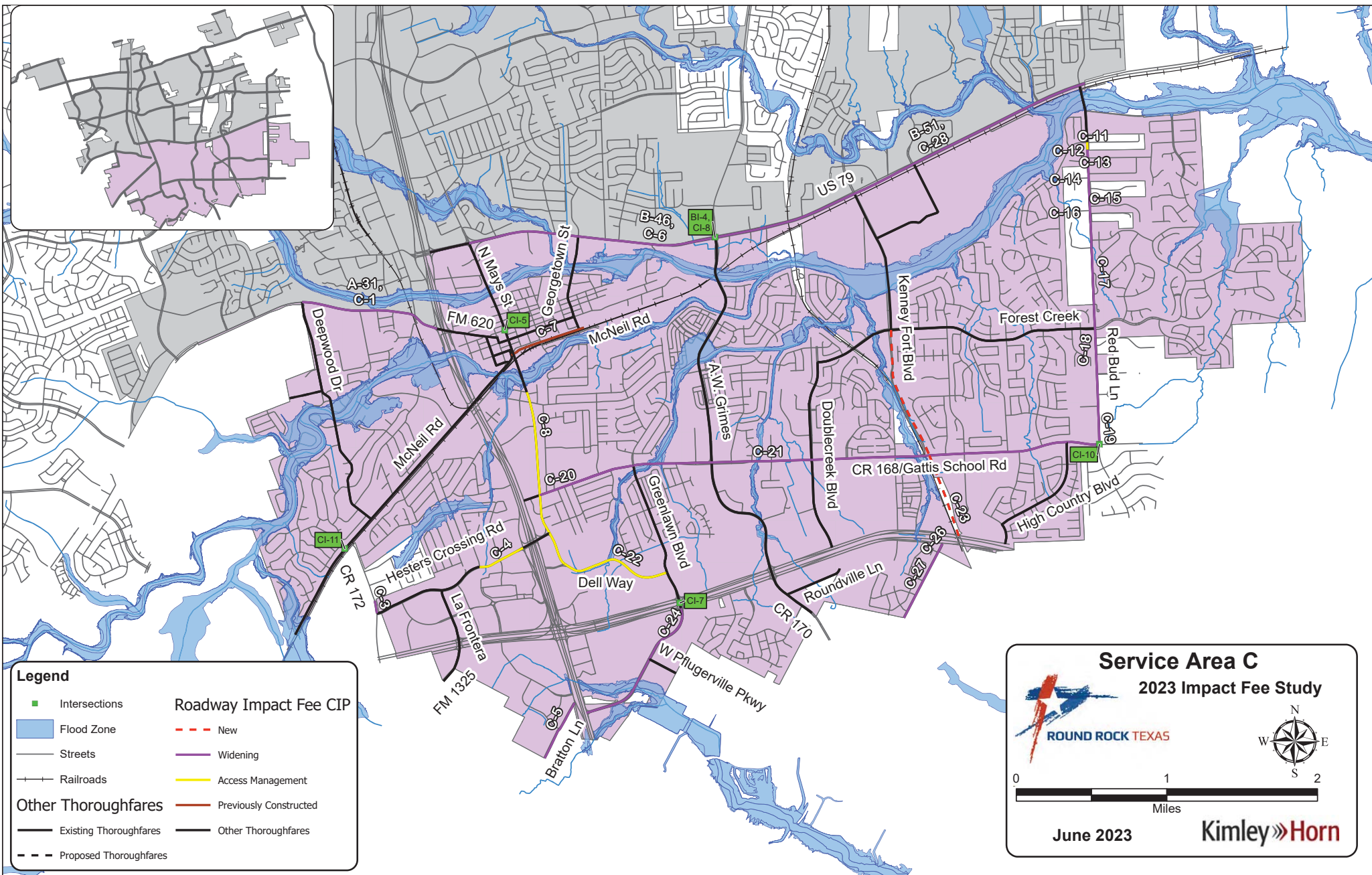
Kimley»Horn



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	Kenney 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	Kenney 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
 - Existing Thoroughfares
 - Proposed Thoroughfares


Roadway Impact Fee CIP

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

Service Area C
2023 Impact Fee Study

**ROUND ROCK TEXAS**




Miles

June 2023

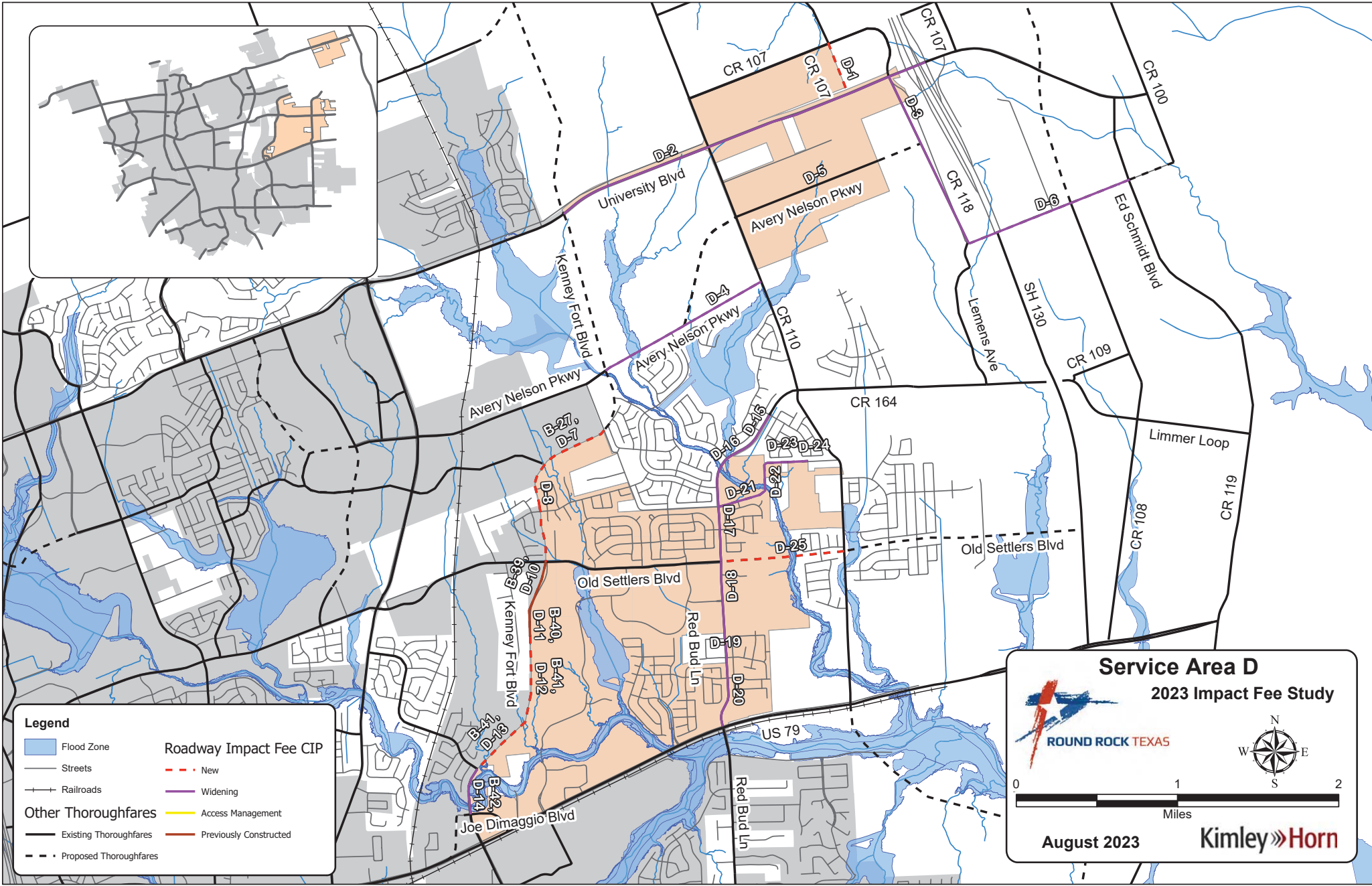
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Table 2.D. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area D

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.







ROUND ROCK TEXAS

Service Area D

2023 Impact Fee Study



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W E
S



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Miles

August 2023

Kimley»Horn