



CITY OF MANOR ROADWAY IMPACT FEES

ROADWAY IMPACT FEE BACKGROUND

- Roadway Impact fees are one-time fees.
- They typically are assessed at plat recordation stage of the development process
- They are typically paid at the building permit stage of the development process
- Roadway impact fees are used to recover costs associated with roadway infrastructure that will be needed to serve future development in the City
- Roadway impact fees are governed by Chapter 395 of the Texas Local Government Code;
- Water, Wastewater, Roadway, and Drainage impact fees allowed in Texas
- Manor already has water and wastewater impact fees

SERVICE UNITS

WHAT IS A SERVICE UNIT?

- ❖ FOR ROADWAY IMPACT FEES THE SERVICE UNIT IS A VEHICLE MILE, NOT LUES
- ❖ IN ORDER TO DETERMINE THE COST PER SERVICE UNIT, THE ESTIMATED GROWTH IN VEHICLE MILES IN EACH SERVICE AREA NEEDS TO BE CALCULATED FOR A TEN-YEAR PERIOD (2023-2033)
- ❖ ALL CURRENTLY DEVELOPED LAND AND ALL DEVELOPABLE LAND WILL BE CATEGORIZED AS EITHER RESIDENTIAL OR NON-RESIDENTIAL.
- ❖ NON-RESIDENTIAL WILL BE BROKEN INTO THREE (3) CATEGORIES:
 - ❖ RETAIL, SERVICE, AND BASIC

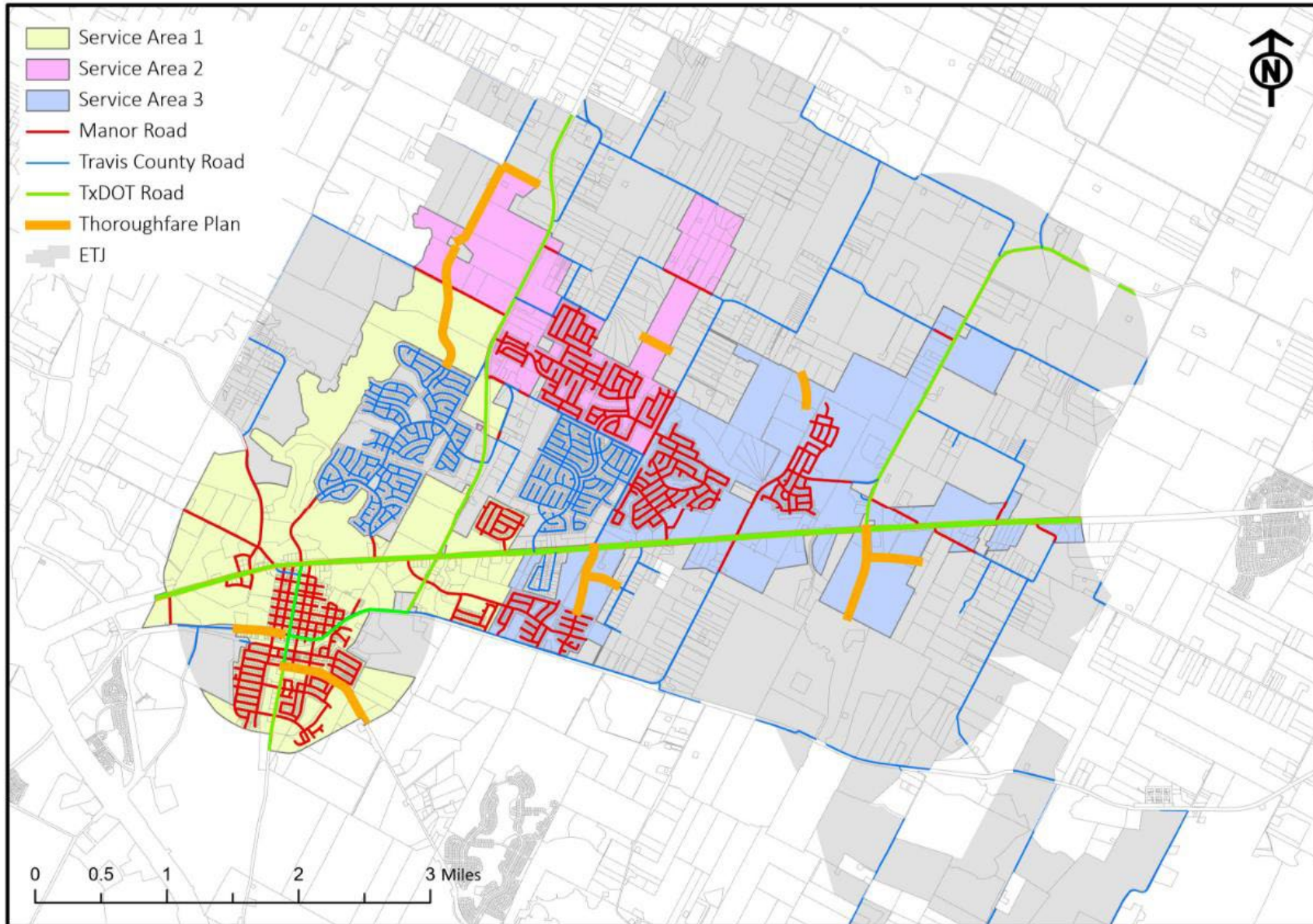
SERVICE AREAS

- Currently three service areas are proposed for Manor.
- A service area is limited to a maximum six-mile trip length.
- Roadway impact fees differ from water and wastewater fees. Roadway impact fees are required to be used in the service area where the fee is assessed, whereas, for water and wastewater, those fees can be used for citywide projects.

VEHICLE MILES CALCULATIONS

- ❖ THE VEHICLE MILES FOR RESIDENTIAL ARE CALCULATED BY MULTIPLYING THE TDF (TRAFFIC DEMAND FACTOR) FOR EITHER SINGLE-FAMILY OR MULTIFAMILY BY THE NUMBER OF DWELLING UNITS
- ❖ THE NON-RESIDENTIAL VEHICLE MILES WERE CALCULATED BY ESTIMATING THE SQUARE FOOTAGE OF EACH NON-RESIDENTIAL USE AND THEN MULTIPLYING THE TDF BY THE NUMBER OF THOUSAND SQUARE FEET FOR EACH LAND USE.
- ❖ THE RESIDENTIAL AND NON-RESIDENTIAL VEHICLE MILES WERE ADDED TOGETHER TO GET A TOTAL VEHICLE MILES FOR EACH SERVICE AREA.

Manor Road Impact Fee Map



VEHICLE MILES

❖ THE TOTAL ESTIMATED VEHICLE MILES TO BE ADDED BETWEEN 2023 AND 2033:

❖ SERVICE AREA 1 = 17,621 MILES

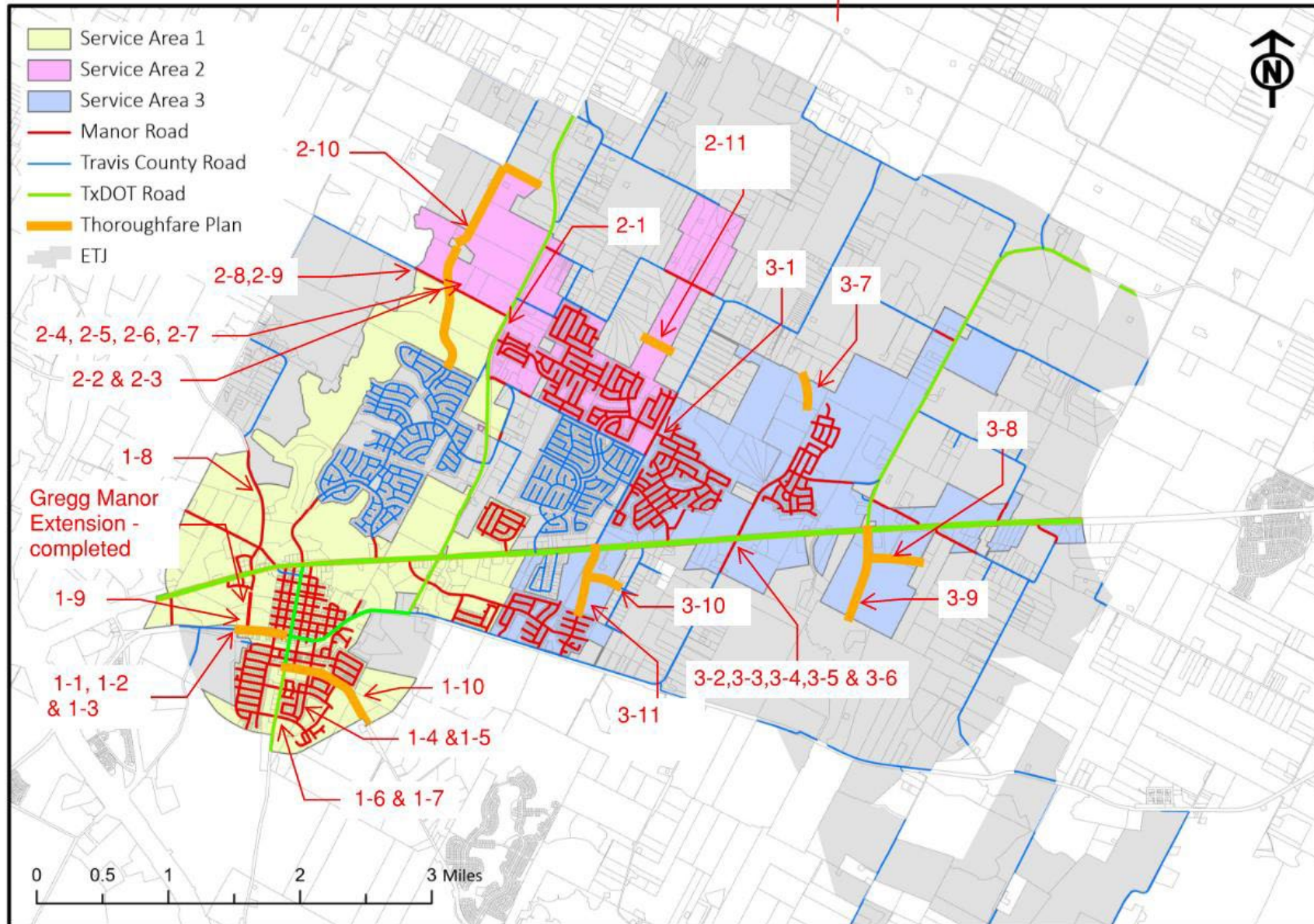
❖ SERVICE AREA 2 = 11,997 MILES

❖ SERVICE AREA 3 = 13,500

❖ TOTAL MILES ADDED = 43,118 (ALL 3 SERVICE AREAS)

Manor Road Impact Fee Map

Project Locations



Capital Improvement Projects for Roadway Impact Fees - Service Area 1

Service Area	Proj. #	Roadway	Project	% in Service Area	Estimated Cost for Portion in Service Area	Project Source (TIA/Thoroughfare Plan)	Notes
1	1-1	West Parsons	Construction of a left turn lane on eastbound approach	100%	\$500,000.00	Las Entradas	
	1-2	West Parsons	Construction of right turn lane on the westbound approach	100%	\$500,000.00	Las Entradas	
	1-3	West Parsons/Gregg Manor	Installation of a traffic signal	100%	\$650,000.00	Las Entradas	
	1-4	LaPoyner/Lexington	NB left turn lane - 100 ft storage & 100 ft of taper	100%	\$200,000.00	Wildhorse Commercial	
	1-5	LaPoyner/ Lexington EB	Restripe approach providing exclusive left and through-righter turn lanes	100%	\$10,000.00	Wildhorse Commercial	
	1-6	Murchison @ FM 973 EB	Restripe approach providing exclusive left and through-righter turn lanes	100%	\$10,000.00	Wildhorse Commercial	
	1-7	Murchison @ FM 973 NB	NB left turn lane - 100 ft storage & 100 ft of taper	100%	\$200,000.00	Wildhorse Commercial	
	1-8	Gregg Manor Road	Expansion to Major Arterial	100%	\$7,000,000.00	Thoroughfare Plan	
	1-9	West Parsons	Expansion to Major Arterial	100%	\$4,000,000.00	Thoroughfare Plan	
	1-10	Blake Manor/Brenham	Expansion to Major Arterial	100%	\$5,500,000.00	Thoroughfare Plan	
	1-11	FM 973/Gregg Lane	Westbound through-receiving lane - 850 feet	40%	\$120,000.00	Thoroughfare Plan	60% in Service Area 2 (2-1)
	1-12	Gregg Ln between FM 973 and driveway 3	Expand roadway cross section	40%	\$680,000.00	Thoroughfare Plan	60% in Service Area 2(2-2)
	1-13	Driveway 3 and Gregg Ln	Add EB right turn bay	40%	\$60,000.00	Thoroughfare Plan	60% in Service Area 2 (2-3)
	1-14	Gregg Ln at Roadway 1	Install 425' eastbound left turn lane	40%	\$58,000.00	Thoroughfare Plan	60% in Service Area 2 (2-4)
	1-15	Gregg Ln at Roadway 1	Install 235' westbound right turn lane	40%	\$58,000.00	Thoroughfare Plan	60% in Service Area 2 (2-5)
	1-16	Gregg Lane at Roadway 2	Install 425' eastbound left turn lane	40%	\$58,000.00	Thoroughfare Plan	60% in Service Area 2 (2-6)
	1-17	Gregg Lane at Commercial Driveway 1	Install 415' westbound right turn lane	40%	\$58,000.00	Thoroughfare Plan	60% in Service Area 2 (2-7)
	1-18	Gregg Lane	Widen to 1-34E from Roadway 1 to FM 973	40%	\$378,000.00	Thoroughfare Plan	60% in Service Area 2 (2-8)
	1-19	Gregg Lane	Expansion to Minor Arterial	40%	\$2,400,000.00	Thoroughfare Plan	60% in Service Area 2 (2-9)
	1-20	Cameron Road	Expansion to Major Arterial	40%	\$3,200,000.00	Thoroughfare Plan	60% in Service Area 2 (2-10)
Total Cost					\$25,640,000.00		

Capital Improvement Projects for Roadway Impact Fees - Service Area 2							
Service Area	Proj. #	Roadway	Project	% in Service Area	Estimated Cost for Portion in Service Area	Project Source (TIA/Thoroughfare Plan)	Notes
2	2-1	FM 973/Gregg Lane	Westbound through-receiving lane - 850 feet	60%	\$180,000.00	Palomino	40% in Service Area 1
	2-2	Gregg Ln between FM 973 and driveway 3	Expand roadway cross section	60%	\$1,020,000.00	Monarch Ranch	40% in Service Area 1
	2-3	Driveway 3 and Gregg Ln	Add EB right turn bay	60%	\$90,000.00	Monarch Ranch	40% in Service Area 1
	2-4	Gregg Ln at Roadway 1	Install 425' eastbound left turn lane	60%	\$87,000.00	New Haven	40% in Service Area 1
	2-5	Gregg Ln at Roadway 1	Install 235' westbound right turn lane	60%	\$87,000.00	New Haven	40% in Service Area 1
	2-6	Gregg Lane at Roadway 2	Install 425' eastbound left turn lane	60%	\$87,000.00	New Haven	40% in Service Area 1
	2-7	Gregg Lane at Commercial Driveway 1	Install 415' westbound right turn lane	60%	\$87,000.00	New Haven	40% in Service Area 1
	2-8	Gregg Lane	Widen to 1-34E from Roadway 1 to FM 973	60%	\$567,000.00	New Haven	40% in Service Area 1
	2-9	Gregg Lane	Expansion to Minor Arterial	60%	\$6,000,000.00	Thoroughfare Plan	40% in Service Area 1
	2-10	Cameron Road	Expansion to Major Arterial	60%	\$3,600,000.00	Thoroughfare Plan	40% in Service Area 1
	2-11	Johnson Road	Exension - Minor Arterial	100%	\$600,000.00	Thoroughfare Plan	
				Total Cost	\$12,405,000.00		

Capital Improvement Projects for Roadway Impact Fees - Service Area 3

Service Area	Proj. #	Roadway	Project	% in Service Area	Estimated Cost for Portion in Service Area	Project Source (TIA/Thoroughfare Plan)	Notes
3	3-1	Bois D'arc	Expand roadway by 4' - City Portion	100%	\$700,000.00	Minimax	
	3-2	Old Kimbro Road (SB)	Add 375 LF and 100' Taper SBR Lane	100%	\$125,000.00	Manor Heights	
	3-3	Old Kimbro Road	Install 700' EB Right turn Lane (550' deceleration lane with 150' taper)	100%	\$280,000.00	Amavi	
	3-4	Old Kimbro Road	Extend the existing left turn lane by an additional 750' and a new 150' taper (constructed with residential - 1st Phase)	100%	\$360,000.00	Amavi	
	3-5	Old Kimbro Road	Install 300' NB right turn lane (250' storage + 50' taper)	100%	\$120,000.00	Amavi	
	3-6	Old Kimbro Road	Expansion to Major Arterial	100%	\$8,000,000.00	Thoroughfare Plan	
	3-7	Old Kimbro	Major Arterial	100%	\$750,000.00	Thoroughfare Plan	
	3-8	Voelker Extension	Minor Arterial	100%	\$700,000.00	Thoroughfare Plan	
	3-9	FM 1100 Extension	Minor Arterial	100%	\$1,000,000.00	Thoroughfare Plan	
	3-10	Viking Jack	Street extension - minor arterial	100%	\$750,000.00	Thoroughfare Plan	
	3-11	Bois D'arc Extension	Minor Arterial	100%	\$2,000,000.00	Thoroughfare Plan	
				Total Cost	\$14,785,000.00		

ROADWAY IMPACT FOR EACH SERVICE AREA – WITH THOROUGHFARE PLAN PROJECTS

- The maximum impact fee allowable in each of the three service areas is calculated by dividing the Roadway Impact Fee CIP Attributable to Growth by the number of vehicle-miles in the corresponding Service Area.
- This calculation is performed for each service area individually; each service area has a stand-alone Roadway Impact Fee CIP and 10-year growth projection.

ROADWAY IMPACT FEES PER SERVICE AREA- WITH THOROUGHFARE PLAN PROJECTS – WITH CREDITS

- SERVICE AREA 1- Max Impact fee: \$1455.08 per vehicle mile
- SERVICE AREA 1 – 50% Impact fee: \$727.54 per vehicle mile

- SERVICE AREA 2 – Max Impact fee: \$1034.01 per vehicle mile
- SERVICE AREA 2 – 50% Impact fee: \$517.01 per vehicle mile

- SERVICE AREA 3 - Max Impact fee: \$1095.19 per vehicle mile
- SERVICE AREA 3 – 50% Impact fee: \$547.60 per vehicle mile

CALCULATION OF ROADWAY IMPACT FEES

- The calculation of roadway impact fees for new development involves a two-step process. Step one is the calculation of the total number of service units that will be generated by the development. Step two is the calculation of the impact fee due by the new development.

Step 1: Determine number of service units (vehicle-miles) generated by the development using the equivalency table.

$$\begin{array}{r} \text{No. of Development} \\ \text{Units} \end{array} \times \begin{array}{r} \text{Vehicle-miles} \\ \text{per development unit} \end{array} = \begin{array}{r} \text{Development's} \\ \text{Vehicle-miles} \end{array}$$

Step 2: Calculate the impact fee based on the fee per service unit for the service area where the development is located.

$$\begin{array}{r} \text{Development's} \\ \text{Vehicle-miles} \end{array} \times \begin{array}{r} \text{Fee per} \\ \text{vehicle-mile} \end{array} = \begin{array}{r} \text{Impact Fee due} \\ \text{from Development} \end{array}$$

CALCULATION EXAMPLES –WITH THOROUGHFARE PLAN PROJECTS INCLUDED IN FEE CALCULATIONS

- SERVICE AREA 1 HAS A MAXIMUM COST PER VEHICLE MILE OF \$1455.08

Single-Family Dwelling:

500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles
2150 vehicle-miles x \$1455.08/vehicle-mile = \$3,128,422

20,000 square foot (s.f.) Office Building:

20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles
78 vehicle-miles x \$1455.08 /vehicle-mile = \$113,496.24

50% CREDIT OF MAXIMUM FEE

- SERVICE AREA 1 - 50% FEE PER VEHICLE MILE OF \$727.54

Single-Family Dwelling:

500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles

2150 vehicle-miles x \$727.54/vehicle-mile = \$1,564,211

20,000 square foot (s.f.) Office Building:

20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles

78 vehicle-miles x \$727.54 /vehicle-mile = \$56,748.12

MAXIMUM FEE

50,000 s.f. Retail Center – Maximum Fee:

$50 (1,000 \text{ s.f. units}) \times 3.9 \text{ vehicle-miles}/1,000 \text{ s.f. units} = 195 \text{ vehicle-miles}$

$195 \text{ vehicle-miles} \times \$1455.08 /\text{vehicle-mile} = \$283,740.60$

100,000 s.f. Industrial Development – Maximum Fee:

$100 (1,000 \text{ s.f. units}) \times 3.8 \text{ vehicle-miles}/1,000 \text{ s.f. units} = 380 \text{ vehicle-miles}$

$380 \text{ vehicle-miles} \times \$1455.08 /\text{vehicle-mile} = \$552,930.40$

50% CREDIT OF MAXIMUM FEE

50,000 s.f. Retail Center – 50% Fee:

50 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 195 vehicle-miles

195 vehicle-miles x \$727.54 /vehicle-mile = \$141,870.30

100,000 s.f. Industrial Development – 50% Fee:

100 (1,000 s.f. units) x 3.8 vehicle-miles/1,000 s.f. units = 380 vehicle-miles

380 vehicle-miles x \$727.54 /vehicle-mile = \$276,465.20

MAXIMUM FEE

- SERVICE AREA 2 - MAXIMUM COST PER VEHICLE MILE OF \$ 1034.01
- Single-Family Dwelling:
500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles
2150 vehicle-miles x \$1034.01 /vehicle-mile = \$2,223,121.50
- 20,000 square foot (s.f.) Office Building:
20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles
78 vehicle-miles x \$1034.01/vehicle-mile = \$80,652.78

50% CREDIT OF MAXIMUM FEE

- SERVICE AREA 2 - 50% FEE PER VEHICLE MILE OF \$517.01

- Single-Family Dwelling:

500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles

2150 vehicle-miles x \$517.01 /vehicle-mile = \$1,111,571.50

20,000 square foot (s.f.) Office Building:

20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles

78 vehicle-miles x \$517.01/vehicle-mile = \$40,326.78

MAXIMUM FEE

50,000 s.f. Retail Center –MAXIMUM FEE:

50 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 195 vehicle-miles

195 vehicle-miles x \$1034.01 /vehicle-mile = \$201,631.95

100,000 s.f. Industrial Development – MAXIMUM FEE:

100 (1,000 s.f. units) x 3.8 vehicle-miles/1,000 s.f. units = 380 vehicle-miles

380 vehicle-miles x \$1034.01 /vehicle-mile = \$392,923.80

50% CREDIT OF MAXIMUM FEE

50,000 s.f. Retail Center – 50% FEE:

50 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 195 vehicle-miles

195 vehicle-miles x \$517.01/vehicle-mile = \$100,815.98

100,000 s.f. Industrial Development – 50% FEE:

100 (1,000 s.f. units) x 3.8 vehicle-miles/1,000 s.f. units = 380 vehicle-miles

380 vehicle-miles x \$517.01 /vehicle-mile = \$196,463.80

MAXIMUM FEE

- SERVICE AREA 3 HAS A MAXIMUM FEE OF \$ 1095.19

- Single-Family Dwelling:

500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles

2150 vehicle-miles x \$1095.19 /vehicle-mile = \$2,354,658.50

20,000 square foot (s.f.) Office Building:

20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles

78 vehicle-miles x \$1095.19 /vehicle-mile = \$85,424.82

50% CREDIT OF MAXIMUM FEE

- SERVICE AREA 3 50% FEE OF \$ 547.60

- Single-Family Dwelling:

500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles

2150 vehicle-miles x \$547.60 /vehicle-mile = \$1,177,340.00

20,000 square foot (s.f.) Office Building:

20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles

78 vehicle-miles x \$547.60 /vehicle-mile = \$42,712.80

MAXIMUM FEE

50,000 s.f. Retail Center – MAX FEE:

50 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 195 vehicle-miles

195 vehicle-miles x \$1095.19 /vehicle-mile = \$213,562.05

100,000 s.f. Industrial Development – MAX FEE:

100 (1,000 s.f. units) x 3.8 vehicle-miles/1,000 s.f. units = 380 vehicle-miles

380 vehicle-miles x \$1095.19 /vehicle-mile = \$416,172.20

50% CREDIT OF MAXIMUM FEE

50,000 s.f. Retail Center – 50% FEE:

50 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 195 vehicle-miles

195 vehicle-miles x \$547.60 /vehicle-mile = \$106,782.00

100,000 s.f. Industrial Development – 50% FEE:

100 (1,000 s.f. units) x 3.8 vehicle-miles/1,000 s.f. units = 380 vehicle-miles

380 vehicle-miles x \$547.60 /vehicle-mile = \$208,088.00



COMPARISON OF ROADWAY IMPACT FEES

COMPARISON OF ROADWAY IMPACT FEES

City	Roadway Impact Fee
Austin	High = \$5742, Low = \$1472
Bastrop	Working on fees currently
Bartlett	Nothing at this time
	Impact Fees do not seem appropriate, timely, or an affordable process for the community at this time, and would discourage development.
Belton	
Buda	Nothing at this time
Elgin	Nothing at this time
Florence	Nothing at this time
Georgetown	High = \$4577, Low = \$1247
Harker Heights	Nothing at this time
Holland	Nothing at this time
Hutto	Residential - \$784.31 per vehicle mile; Non-residential - \$400 per vehicle mile
Jarrell	Nothing at this time
Kyle	Nothing at this time
Liberty Hill	Nothing at this time
Leander	High = \$2179, Low = \$287
Manor	Nothing at this time
Pflugerville	High = \$3156, Low = \$1590
	Increases over three years - set fee based on residential or non-residential - currently \$1,130 per residential service unit and \$628 per non-residential service unit
Round Rock	
Salado	Nothing at this time
Taylor	Just updated - High = \$1,500, Low = \$710*
Temple	Nothing at this time
Troy	Nothing at this time
Waco	Varies by service area and land use

SERVICE AREAS COMPARISON

City of Manor		
Roadway Impact Fees		
Service Areas Comparison		
City	Number of Service Areas	Total Area of City in Sq Miles
Austin	17	297.29
Georgetown	9	8.80
Hutto	1	8.20
Leander	5	34.08
Manor	3	7.35
Pflugerville	3	22.32
Round Rock	3	26.30
Taylor	3	13.50
Waco	11	95.50

CITIES WITHOUT ROADWAY IMPACT FEES

Bartlett
Belton
Buda
Elgin
Florence
Harker Heights
Holland
Jarrell
Kyle
Liberty Hill
Salado
Temple
Troy

WHY CITIES DON'T HAVE ROADWAY IMPACT FEES CURRENTLY

City of Manor Roadway Impact Fees No Impact Fee Cities	
City	Reason for not having Roadway Impact Fees
Bartlett	Due to size, population, and limited growth there is no reason to have fees.
Belton	Impact Fees do not seem appropriate, timely, or an affordable process for the community at this time, and would discourage development.
Buda	Looking into roadway impact fees
Elgin	Roadway improvements would be required on state roads; impact fees cannot be used on these.
Florence	Due to size, population, and limited growth there is no reason to have fees.
Harker Heights	Just instituted wastewater impact fee for specific area of City; no reason at this time to create roadway impact fees.
Holland	Due to size, population, and limited growth there is no reason to have fees.
Jarrell	Do not have impact fee advisory committee
Kyle	Focusing on water/wastewater update
Liberty Hill	Impact Fees do not seem appropriate, timely, or an affordable process for the community at this time, and would discourage development.
Salado	Concerned about how it would affect development
Temple	Nothing at this time
Troy	Due to size, population, and limited growth there is no reason to have fees.