



Cresandra Hardeman, Chairperson, Place 3
Julie Leonard, Place 1
Anthony Butler, Place 2
Felix Paiz, Place 4
Celestine Sermo, Place 5
Cecil Meyer, Place 6
LaKesha Small, Place 7
Barth Timmerman, Developer Representative

Community Impact Fee Advisory Committee Regular Meeting

Wednesday, July 12, 2023, at 7:00 PM

Manor City Hall, Council Chambers, 105 E. Eggleston St.

AGENDA

This meeting will be live streamed on Manor's YouTube Channel
You can access the meeting at <https://www.youtube.com/@cityofmanorsocial/streams>

CALL TO ORDER AND ANNOUNCE A QUORUM IS PRESENT

PUBLIC COMMENTS

Non-Agenda Item Public Comments (white card): Comments will be taken from the audience on non-agenda related topics for a length of time, not to exceed three (3) minutes per person.

Agenda Item Public Comments (yellow card): Comments will be taken from the audience on non-agenda and agenda items combined for a length of time, not to exceed five (5) minutes total per person on all items, except for Public Hearings. Comments on Public Hearing items must be made when the item comes before the Board/Commission/Committee and, not to exceed two (2) minutes per person. No Action or Discussion May be Taken by the Board/Commission/Committee during Public Comments on Non-Agenda Items.

To address the Board/Commission/Committee, please complete the white or yellow card and present it to the city staff designee prior to the meeting.

CONSENT AGENDA

All of the following items on the Consent Agenda are considered to be self-explanatory by the Community Impact Fee Advisory Committee and will be enacted with one motion. There will be no separate discussion of these items unless requested by the Chair or a Committee Member; in which event, the item will be removed from the consent agenda and considered separately.

- 1. Consideration, discussion, and possible action to approve the Community Impact Fee Advisory Committee minutes.**
 - May 10, 2023, Community Impact Fee Advisory Committee Regular Session; and**
 - June 14, 2023, Community Impact Fee Advisory Committee Regular Session**

REGULAR AGENDA

- 2. Discussion on Roadway Impact Service Unit Calculations and Vehicle Mile Calculations. Discussion on the growth in vehicle miles between 2023 and 2033 and discussion on the Roadway Impact Fee Calculation Overview – next steps.**

ADJOURNMENT

In addition to any executive session already listed above, the Community Impact Fee Advisory Committee reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any of the matters listed above, as authorized by Texas Government Code Section §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) and §551.087 (Deliberations regarding Economic Development Negotiations).

CONFLICT OF INTEREST

In accordance with Section 12.04 (Conflict of Interest) of the City Charter, “No elected or appointed officer or employee of the city shall participate in the deliberation or decision on any issue, subject or matter before the council or any board or commission, if the officer or employee has a personal financial or property interest, direct or indirect, in the issue, subject or matter that is different from that of the public at large. An interest arising from job duties, compensation or benefits payable by the city shall not constitute a personal financial interest.”

Further, in accordance with Chapter 171, Texas Local Government Code (Chapter 171), no City Council member and no City officer may vote or participate in discussion of a matter involving a business entity or real property in which the City Council member or City officer has a substantial interest (as defined by Chapter 171) and action on the matter will have a special economic effect on the business entity or real property that is distinguishable from the effect on the general public. An affidavit disclosing the conflict of interest must be filled out and filed with the City Secretary before the matter is discussed.

POSTING CERTIFICATION

I, the undersigned authority do hereby certify that this Notice of Meeting was posted on the bulletin board, at the City Hall of the City of Manor, Texas, a place convenient and readily accessible to the general public at all times and said Notice was posted on the following date and time: Friday, July 7, 2023, by 5:00 p.m. and remained so posted continuously for at least 72 hours preceding the scheduled time of said meeting.

/s/ Lluvia T. Almaraz, TRMC
City Secretary for the City of Manor, Texas

NOTICE OF ASSISTANCE AT PUBLIC MEETINGS:

The City of Manor is committed to compliance with the Americans with Disabilities Act. Manor City Hall and the Council Chambers are wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpretive services must be made 10 days prior to this meeting. Please contact the City Secretary at 512.215.8285 or e-mail lalmaraz@manortx.gov

**AGENDA ITEM SUMMARY FORM**

PROPOSED MEETING DATE: July 7, 2023
PREPARED BY: Scott Dunlop, Director
DEPARTMENT: Development Services

AGENDA ITEM DESCRIPTION:

Consideration, discussion, and possible action to approve the Community Impact Fee Advisory Committee minutes for:

- May 10, 2023, Community Impact Fee Advisory Committee Regular Session
- June 14, 2023, Community Impact Fee Advisory Committee Regular Session

BACKGROUND/SUMMARY:

LEGAL REVIEW: Not Applicable

FISCAL IMPACT: No

PRESENTATION: No

ATTACHMENTS: Yes

- May 10, 2023, Community Impact Fee Advisory Committee Session Minutes
- June 14, 2023, Community Impact Fee Advisory Committee Regular Session Minutes

STAFF RECOMMENDATION:

It is the City Staff's recommendation that the Community Impact Fee Advisory Committee approve the May 10, 2023, and the June 14, 2023, Community Impact Fee Advisory Committee minutes.

PLANNING & ZONING COMMISSION: Recommend Approval Disapproval None



**COMMUNITY IMPACT FEE ADVISORY COMMITTEE
REGULAR SESSION MINUTES
MAY 10, 2023**

PRESENT:

COMMISSIONERS:

Cresandra Hardeman, Chairperson, Place 3
Julie Leonard, Chair, Place 1
Anthony Butler, Place 2
Felix Piaz, Place 4
Celestine Sermo, Place 5
Cecil Meyer, Place 6
LaKesha Small, Place 7 (Absent)
Barth Timmermann, Developer Representative

CITY STAFF:

Pauline Gray, City Engineer
Scott Dunlop, Development Services Director
Mandy Miller, Permit Technician

REGULAR SESSION: 7:00 P.M.

CALL TO ORDER AND ANNOUNCE A QUORUM IS PRESENT

With a quorum of the Community Impact Fee (CIF) Advisory Committee present, the Regular Session of the Manor CIF Advisory Committee was called to order by Chair Hardeman at 7:36 p.m. on Wednesday May 10, 2023, in the Council Chambers of the Manor City Hall, 105 E. Eggleston St., Manor, Texas.

PUBLIC COMMENTS

Robert Battaile, 502 E. Eggleston St., Manor, Texas, submitted a speaker card to speak during public comment regarding his concerns, his support and his opposition of Item #2, Item #3, and Item #4. Mr. Battaile spoke regarding Downtown Manor. He reviewed some of the developments throughout the downtown area and near the cemetery. He voiced his complaints regarding the Manor Journal, Chamber of Commerce, City Staff's association with entities other than the city. Mr. Battaile stated he felt the growth rate assessed by the city was off. He encouraged the Committee to take action to prepare for a larger population than the current growth predicts.

CONSENT AGENDA

1. Consideration, discussion, and possible action to approve the minutes of April 12, 2023, Community Impact Fee Advisory Regular Meeting.

City Staff recommended that the Community Impact Fee Advisory Committee approve the minutes of the April 12, 2023, CIF Advisory Committee Regular Meeting.

MOTION: Upon a motion made by Commissioner Butler and seconded by Commissioner Paiz to approve the consent agenda.

There was no further discussion.

Motion to Approve carried 7-0

REGULAR AGENDA

2. Consideration, discussion, and possible action on calculating Water and Wastewater Impact Fee.

City Staff recommended that the Community Impact Fee Advisory Committee discuss and approve a water and wastewater impact fee.

City Engineer Gray detailed the changes made to the report as requested by the Committee. She stated fees for Austin, Kyle, and Buda were added to the list. She reviewed the impact fees for Buda, Kyle, and Liberty Hill. Engineer Gray informed the committee the proposed fees for water were \$2,022 and wastewater were \$7,193.50 for total of \$10,715.50 including tap fees.

Engineer Gray addressed concerns regarding the application of the impact fees. She explained how the calculation of the fees were established. She answered questions regarding the improvements that needed to be made and where the new Regional Wastewater Treatment Plant would be located off of Hibbs Lane.

Engineer Gray addressed concerns regarding the release of the water from the plant. She reviewed the process, procedure, TCEQ requirements and what happens if the required guidelines are not met.

Director Dunlop answered questions about water suppliers, specifically Manville who is rumored to be running out of capacity to service. Director Dunlop confirmed Manville was currently operating under a moratorium and limiting new connections to two LUEs. He stated the City and Developers were in communication with Manville to ensure proper infrastructure is in place for developments.

MOTION: Upon a motion made by Commissioner Butler and seconded by Commissioner Paiz to approve the proposed rates of \$2,022/LUE for water and \$7,193.50 for wastewater impact fees.

There was no further discussion.

Motion to Approve carried 7-0

Commissioner Butler left the dais at 7:56 p.m.

3. Consideration, discussion, and possible action on a Roadway Impact Fee Service Area Map.

City Staff recommended that the Community Impact Fee Advisory Committee discuss the Roadway Impact Fee Service Area Map.

City Engineer Gray detailed the updates made to the previous maps. She stated the maps now show the proposed developments that have TIAs with mitigations that affect city streets. Amavi (Townhomes), the Ginsel Tract, New Haven and Monarch Ranch were among the items added to the map.

Discussion was held regarding the maps. City Engineer Gray answered questions pertaining to the possibility of adding additional streets listed on the thoroughfare plan. She stated she would get a team to start calculating the cost of those streets.

Engineer Gray answered questions regarding the calculations for the fees for the service areas. She stated the fee amounts could not be calculated until the service areas were established. She stated the fees would be compared to other cities in our area.

Developer Representative Timmermann expressed his concerns for the Roadway Impact Fee. He stated he felt there would be a negative impact to development and would stall commercial growth in the city.

Discussion was held regarding the improvements that could be funded by this fee. Engineer Gray answered clarification questions from the Commission about specific roads and whether they qualified for improvements. She also addressed questions regarding the purchase of new roads or existing roads from other jurisdictions.

Engineer Gray stated this item was specific to only the map. She stated no action needed to be taken today due to the request for changes by the Committee.

There was no further discussion.

No Action was taken.

4. Consideration, discussion, and possible action on calculating service units for the Roadway Impact Fee.

Engineer Gray addressed the Committee regarding calculating service area units for the Roadway Impact Fee. The average trip length for each category is based on the Capital Area Metropolitan Planning Organization (CAMPO) long-range transportation model. She reviewed the formula used to calculate the fees as: $TDF = T * (1 - P_b) * L_{max}$ where $L_{max} = \min(L * OD \text{ or } 6)$

- TDF = Transportation Demand Factor
- T = Trip Rate (peak hour trips / trips)
- P_b = Pass-By Discount (% of trips)
- L_{max} = Maximum Trip Length (miles)
- L = Average Trip Length (miles), and
- OD = Origin-Destination Reduction (50%)

Engineer Gray reviewed the steps to calculate the vehicle miles which would be during peak hours. The estimated growth rate of 7% between 2023 to 2033 would be used to calculate the cost. The chart would be divided out into residential and commercial categories.

Director Dunlop stated that the City Council convened the Committee to provide a recommended Roadway Impact Fee Assessment. The committee would need to complete the process. Director Dunlop explained the process of how to provide the information requested with a report on why the Committee does not recommend approval of the fee if that is what the Committee decides after the fees are calculated.

There was no further discussion.

No Action was taken.

ADJOURNMENT

MOTION: Upon a motion made by Commissioner Paiz and seconded by Commissioner Leonard to adjourn the regularly scheduled Community Impact Fee Advisory Committee at 8:20 p.m. on Wednesday, May 10, 2023.

There was no further discussion.

Motion to Adjourn carried 7-0

These minutes approved by the Community Impact Fee Advisory Committee on the 12th day of July 2023. *(Audio recording archived)*

APPROVED:

Cresandra Hardeman
Chairperson

ATTEST:

Scott Dunlop
Development Services Director



**COMMUNITY IMPACT FEE ADVISORY COMMITTEE
REGULAR SESSION MINUTES
June 14, 2023**

PRESENT:

COMMISSIONERS:

LaKesha Small, Chair Place 7
Felix Paiz, Vice Chair, Place 4 (Absent)
Julie Leonard, Chair, Place 1
Anthony Butler, Place 2 (Absent)
Cresandra Hardeman, Place 3
Celestine Sermo, Place 5 (Absent)
Cecil Meyer, Place 6 (Absent)
Barth Timmermann, Developer Representative (Absent)

CITY STAFF:

Pauline Gray, City Engineer
Scott Dunlop, Development Services Director
Scott Jones, Economic Development Director
Mandy Miller, Development Services Supervisor
Chasem Creed, IT Technician

REGULAR SESSION: 7:30 P.M.

CALL TO ORDER AND ANNOUNCE A QUORUM IS PRESENT

With no quorum of the Community Impact Fee Advisory Committee present, the Regular Session of the Manor Community Impact Fee Advisory Committee was cancelled by Chair Hardeman at 7:35 p.m. on Wednesday, June 14, 2023, in the Council Chambers of the Manor City Hall, 105 E. Eggleston St., Manor, Texas.

ADJOURNMENT

These minutes approved by the Community Impact Fee Advisory Committee on the 12th day of July. *(Audio recording archived)*

APPROVED:

LaKesha Small
Chairperson

ATTEST:

Scott Dunlop
Development Services Director

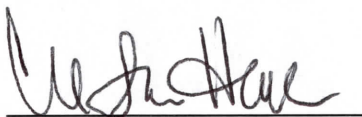
DRAFT

2022 COMMUNITY IMPACT FEE UPDATE
ADVISORY COMMITTEE ACTIVITY SUMMARY
AND RECOMMENDATION TO CITY COUNCIL

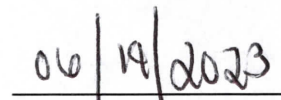
The duly-appointed Community Impact Fee (CIF) Advisory Committee has conducted eight (8) meetings to discuss and consider issues related to the City of Manor's 2022 Community Impact Fee program update. The City Engineer, acting as the Impact Fee Consultant, presented information for Advisory Committee consideration at each of the meetings.

- On September 14, 2022, the CIF Advisory Committee first met and reviewed the committee makeup, schedule, and responsibilities for the Community Impact Fee program update and appointed a chairperson.
- On October 12, 2022, the CIF Advisory Committee met, was presented with, and discussed the preliminary Land Use Assumptions prepared by the consultant.
- On November 9, 2022, the CIF Advisory Committee met to discuss and consider revised Land Use Assumptions based upon comments made during the previous meeting and information researched by the consultant. Several modifications were made to the Land Use Assumption Map at the meeting.
- On December 14th, 2022, and January 11, 2023, the Advisory Committee was presented with the final draft Land Use Map. The Committee also generated population projections along with Capital Improvement Plans for Water and Wastewater.
- On February 8, 2023, the CIF Advisory Committee reviewed and approved the population growth factor. The Advisory Committee also approved the Capital Improvement Project needs.
- On February 8, 2023, the CIF Advisory Committee reviewed an updated 10-year Capital Improvements Plan, based upon the proposed Land Use Assumptions. The CIF Advisory Committee unanimously recommended the City Council act to adopt the updated Land Use Assumptions and 10-year Capital Improvements Plan.
- On April 12, 2023 and May 10, 2023, the CIF Advisory Committee met and reviewed the calculations for the City's Community Impact Fee Program's Water and Wastewater Impact Fees. The CIF Advisory Committee recommended the City Council act to adopt Water and Wastewater Impact Fees of \$2,022.00 for water and \$7,193.50 for wastewater.

Respectfully Submitted:



Cresandra Hardeman, Chair
Community Impact Fee Advisory Committee



Date



AGENDA ITEM SUMMARY FORM

PROPOSED MEETING DATE: July 12, 2023

PREPARED BY: Scott Dunlop, Director

DEPARTMENT: Development Services

AGENDA ITEM DESCRIPTION:

Discussion on Roadway Impact Service Unit Calculations and Vehicle Mile Calculations. Discussion on the growth in vehicle miles between 2023 and 2033 and discussion on the Roadway Impact Fee Calculation Overview – next steps.

BACKGROUND/SUMMARY:

Further discussion on how roadway impact fees are calculated with additional information on each service area's 10-year vehicle mile growth projections.

LEGAL REVIEW: *Not Applicable*

FISCAL IMPACT: *NO*

PRESENTATION: *NO*

ATTACHMENTS: *YES*

- Service Unit and Vehicle Mile Calculations
- Road Impact Fee Maps

STAFF RECOMMENDATION:

It is the City Staff's recommendation that the Community Impact Fee Advisory Committee discuss the roadway impact service unit calculations and vehicle mile calculations.

PLANNING & ZONING COMMISSION: **Recommend Approval** **Disapproval** **None**

CITY OF MANOR ROADWAY Service unit and vehicle mile calculations

Service Units - recap

WHAT IS A SERVICE UNIT?

- ❖ FOR ROADWAY IMPACT FEES THE SERVICE UNIT IS A VEHICLE MILE
- ❖ 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

Non-residential

- ❖ RETAIL WOULD BE LAND-USE ACTIVITIES THAT PROVIDE FOR THE SALE OF GOODS. THIS WOULD INCLUDE SUCH ITEMS AS GROCERY STORES AND RESTAURANTS.
- ❖ SERVICE IS ACTIVITIES THAT PROVIDE PERSONAL AND PROFESSIONAL SERVICES AND WOULD INCLUDE GOVERNMENT AND PROFESSIONAL OFFICES AS WELL AS EDUCATIONAL USES.
- ❖ BASIC WOULD-BE ACTIVITIES THAT PRODUCE GOODS AND SERVICES THAT WOULD BE EXPORTED OUT OF THE LOCAL ECONOMY AND WOULD INCLUDE SUCH THINGS AS MANUFACTURING, CONSTRUCTION, TRANSPORTATION, WHOLESALE, TRADE, WAREHOUSING AND OTHER INDUSTRIAL USES.

TRANSPORTATION demand factor

- ❖ THE PROPOSED TRANSPORTATION FACTORS WILL COME FROM THE ITE TRIP GENERATION MANUAL, 11TH EDITION.
- ❖ THE ITE TRIP GENERATION MANUAL, 11TH EDITION PROVIDES THE NUMBER OF TRIPS THAT ARE PRODUCED BY THE PROPOSED LAND USE FOR EACH DWELLING UNIT, SQUARE FOOT OF BUILDING, OR OTHER CORRESPONDING UNITS.

Variables:

$$TDF = T * (1 - P_b) * L_{\max}$$

$$\text{where... } L_{\max} = \min(L * OD \text{ or } 6)$$

TDF = Transportation Demand Factor,
 T = Trip Rate (peak hour trips / unit),
 P_b = Pass-By Discount (% of trips),
 L_{max} = Maximum Trip Length (miles),
 L = Average Trip Length (miles), and
 OD = Origin-Destination Reduction (50%)

Transportation demand factor

- ❖ THE MAXIMUM TRIP LENGTH WILL VARY BETWEEN THE THREE SERVICE AREAS.
- ❖ FOR SERVICE AREA 1, THE MAXIMUM TRIP LENGTH IS 2 MILES.
- ❖ FOR SERVICE AREA 2, THE MAXIMUM TRIP LENGTH IS 3 MILES.
- ❖ FOR SERVICE AREA 3, THE MAXIMUM TRIP LENGTH IS 4 MILES.
- ❖ THE ORIGIN-DESTINATION REDUCTION (OD) IS USED TO ADJUST THE AVERAGE TRIP LENGTH IN THE COMPUTATION OF THE MAXIMUM TRIP LENGTH. THIS WILL PREVENT TRIPS FROM BEING COUNTED TWICE AS BOTH RESIDENTIAL AND NON-RESIDENTIAL. IF THIS WAS NOT ADJUSTED, THEN A TRIP FROM HOME TO WORK WITH A STOP AT A STORE WOULD RESULT IN THIS BEING COUNTED AS TWO TRIPS. ONLY HALF OF THE TRIP WOULD BE COUNTED AS RESIDENTIAL AND THE OTHER HALF WOULD BE COUNTED AS NON-RESIDENTIAL.

Transportation demand factor calculations

Variable	Residential Single Family	Residential Multifamily	Basic	Service	Retail
T	0.94	0.51	0.65	1.44	2.24
P _b	0%	0%	0%	0%	35%
L	8.59	8.59	12.89	6.76	6.35
L _{max}	4.30	4.30	6.00	3.38	3.18
TDF	4.04	2.19	3.90	4.87	4.62
The max length is less than 6 miles for each of the service areas, so the lower trip length is used rather than 6 miles.					

Variables:

$$TDF = T * (1 - P_b) * L_{max}$$

$$\text{where... } L_{max} = \min(L * OD \text{ or } 6)$$

TDF = Transportation Demand Factor,
 T = Trip Rate (peak hour trips / unit),
 P_b = Pass-By Discount (% of trips),
 L_{max} = Maximum Trip Length (miles),
 L = Average Trip Length (miles), and
 OD = Origin-Destination Reduction (50%)

Existing vehicle miles

Service Area	Residential Vehicle Miles (Existing)					Nonresidential SF (Existing)			Trans. Demand Factor			Nonresidential Vehicle Miles (Existing)				Total Vehicle Miles (Existing)
	Single Family Units	Trip Rate TDF	Multifamily	Trip Rate TDF	Vehicle Miles	Basic	Service	Retail	Basic	Service	Retail	Basic	Service	Retail	Total	
		0.94		0.51					0.65	1.44	2.24					
1	1519	4.04	1870	2.19	10,232	443,218	1,249,580	457,950	3.9	4.87	4.62	1,729	6,085	2,116	9,930	20,162
2	1845		0		7,454	0	35,000	0				0	162	0	162	7,616
3	1961		0		7,922	0	0	0				0	0	0	0	7,922
TOTALS	5325		1870		25,608	443,218	1,284,580	457,950				1,729	6,247	2,116	10,091	35,700

Vehicle miles calculations

- ❖ THE VEHICLE MILES FOR RESIDENTIAL ARE CALCULATED BY MULTIPLYING THE TDF 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.

Future vehicle miles

10-YEAR GROWTH PROJECTIONS	
SERVICE AREA	VEHICLE-MILES
1	15,787
2	12,312
3	13,500

Future vehicle miles

Service Area	Residential Vehicle Miles (Future)					Nonresidential SF (Future)			Trans. Demand Factor			Nonresidential Vehicle Miles (Future)				Total Vehicle Miles (Future)
	Single Family Units	<u>Trip Rate</u> TDF	Multifamily	<u>Trip Rate</u> TDF	Vehicle Miles	Basic	Service	Retail	Basic	Service	Retail	Basic	Service	Retail	Total	
		0.94		0.51					0.65	1.44	2.24					
1	1500	4.04	1000	2.19	8,250	351,470	155,144	1,171,220	3.9	4.87	4.62	1,371	756	5,411	7,537	15,787
2	2584		224		10,930	100,000	50,000	162,000				390	244	748	1,382	12,312
3	1961		0		7,922	250,000	300,000	680,000				975	1,461	3,142	5,578	13,500
TOTALS	6045		1224		27,102	701,470	505,144	2,013,220				2,736	2,460	9,301	14,497	41,599

NEXT STEPS

❖ MAXIMUM ASSESSABLE ROADWAY IMPACT FEE CALCULATION

❖ ROADWAY IMPACT FEE CIP PROJECTS WILL NEED TO BE DETERMINED

❖ THE ROADWAY IMPACT FEE CIP WILL CONSIST OF ROADWAY SEGMENT IMPROVEMENTS.

Roadway impact fee calculation steps

- ❖ STEP 1: CALCULATE THE TOTAL NUMBER OF VEHICLE MILES ADDED TO THE SERVICE AREA BASED ON THE CAPACITY, LENGTH, AND NUMBER OF LANES IN EACH PROPOSED CIP PROJECT.
 - EACH PROJECT IDENTIFIED IN THE RIF CIP WILL ADD A CERTAIN AMOUNT OF CAPACITY TO THE CITY'S ROADWAY NETWORK. BASED ON ITS LENGTH AND CLASSIFICATION. THIS WOULD BE THE TOTAL AMOUNT ADDED WITHIN EACH SERVICE AREA.

Roadway impact fee calculation steps

- ❖ STEP 2: TOTAL VEHICLE MILES OF EXISTING DEMAND. A MEASURE OF THE AMOUNT OF TRAFFIC CURRENTLY USING THE ROADWAY FACILITIES UPON WHICH CAPACITY IS BEING ADDED
 - A NUMBER OF FACILITIES IDENTIFIED IN THE RIF CIP HAVE TRAFFIC CURRENTLY UTILIZING A PORTION OF THEIR EXISTING CAPACITY. THIS LINE DISPLAYS THE TOTAL AMOUNT OF CAPACITY ALONG THESE FACILITIES CURRENTLY BEING USED BY EXISTING TRAFFIC.

Roadway impact fee calculation steps

❖ STEP 3: CALCULATION OF THE TOTAL VEHICLE MILES OF EXISTING DEFICIENCIES. NUMBER OF VEHICLE-MILES OF TRAVEL THAT ARE NOT ACCOMMODATED BY THE EXISTING ROADWAY SYSTEM

- IN ORDER TO ENSURE THAT EXISTING DEFICIENCIES ON THE CITY'S ROADWAY NETWORK ARE NOT RECOVERABLE THROUGH IMPACT FEES, THIS IS BASED ON THE ENTIRE ROADWAY NETWORK WITHIN THE SERVICE AREA. ANY ROADWAY WITHIN THE SERVICE AREA THAT IS DEFICIENT – EVEN THOSE NOT IDENTIFIED ON THE ROADWAY IMPACT FEE CIP – WILL HAVE THESE ADDITIONAL TRIPS REMOVED FROM THE CALCULATION.

Roadway impact fee calculation steps

❖ **STEP 4: CALCULATION OF THE NET AMOUNT OF VEHICLE MILES OF CAPACITY ADDED. A MEASUREMENT OF THE AMOUNT OF VEHICLE MILES ADDED BY THE RIF CIP THAT WILL NOT BE UTILIZED BY EXISTING DEMAND.**

- THIS CALCULATION IDENTIFIES THE PORTION OF THE RIF CIP (IN VEHICLE MILES) THAT MAY BE RECOVERABLE THROUGH THE COLLECTION OF IMPACT FEES.

Roadway impact fee calculation steps

❖ STEP 5: TOTAL COST OF THE ROADWAY IMPACT FEE CIP WITHIN EACH SERVICE AREA IS CALCULATED.

- THIS WILL IDENTIFY THE TOTAL COST OF ALL THE ROADWAY PROJECTS IDENTIFIED IN EACH SERVICE AREA.

Roadway impact fee calculation steps

❖ STEP 6: CALCULATION OF COST OF NET CAPACITY SUPPLIED.

- USING THE RATIO OF VEHICLE-MILES ADDED BY THE ROADWAY IMPACT FEE CIP AVAILABLE TO SERVE FUTURE GROWTH TO THE TOTAL VEHICLE-MILES ADDED, THE TOTAL COST OF THE RIF CIP IS REDUCED TO THE AMOUNT AVAILABLE FOR FUTURE GROWTH (I.E. EXCLUDING EXISTING USAGE AND DEFICIENCIES).

Roadway impact fee calculation steps

❖ STEP 7: CALCULATION OF THE COST TO MEET EXISTING NEEDS AND USAGE

- THIS IS USED TO IDENTIFY THE PORTION OF THE TOTAL COST OF THE ROADWAY IMPACT FEE CIP THAT IS REQUIRED TO MEET EXISTING DEMAND.

Roadway impact fee calculation steps

- ❖ STEP 8: TOTAL VEHICLE MILES OF NEW DEMAND CALCULATED FOR THE NEXT TEN YEARS. THIS IS BASED ON GROWTH PROJECTIONS. IT WILL ESTIMATE THE NUMBER OF NEW VEHICLE MILES IN EACH SERVICE AREA OVER THE 10-YEAR PERIOD.

Roadway impact fee calculation steps

- ❖ STEP 9: PERCENT OF CAPACITY ADDED THAT CAN BE ATTRIBUTED TO NEW GROWTH IN THE SERVICE AREA. THIS IS REQUIRED BY CHAPTER 395.
 - THIS IS TO VERIFY THAT ANY VEHICLE MILES ADDED BY PROPOSED ROADWAY CIP PROJECTS DO NOT EXCEED THE AMOUNT THAT IS NEEDED TO ACCOMMODATE GROWTH IN THE 10-YEAR PERIOD.

Roadway impact fee calculation steps

❖ STEP 10: THE COST OF ROADWAY IMPACT FEE CIP THAT CAN BE ATTRIBUTED TO NEW GROWTH IN EACH SERVICE AREA.

- THIS CALCULATION IS FOR THE TOTAL ROADWAY IMPACT FEE CIP PROJECT COSTS (EXCLUDING FINANCIAL COSTS) THAT MAY BE RECOVERED THROUGH IMPACT FEES.

Roadway impact fee calculation steps

❖ **STEP 11: CALCULATE CREDIT FOR PREVIOUS CONTRIBUTIONS. THE TOTAL CONTRIBUTIONS BY DEVELOPMENT TOWARD THE BUILDING OF IMPROVEMENTS IN THE ROADWAY IMPACT FEE CIP.**

- THIS IS THE TOTAL OF ALL FINANCIAL CONTRIBUTIONS TOWARDS FUTURE IMPROVEMENTS IN THE ROADWAY IMPACT FEE CIP. THIS WILL BE USED AS A CREDIT TO DEVELOPMENT IN ORDER TO NOT DOUBLE CHARGE FOR PREVIOUS CONTRIBUTIONS FOR ROADWAY CAPACITY IMPROVEMENTS.

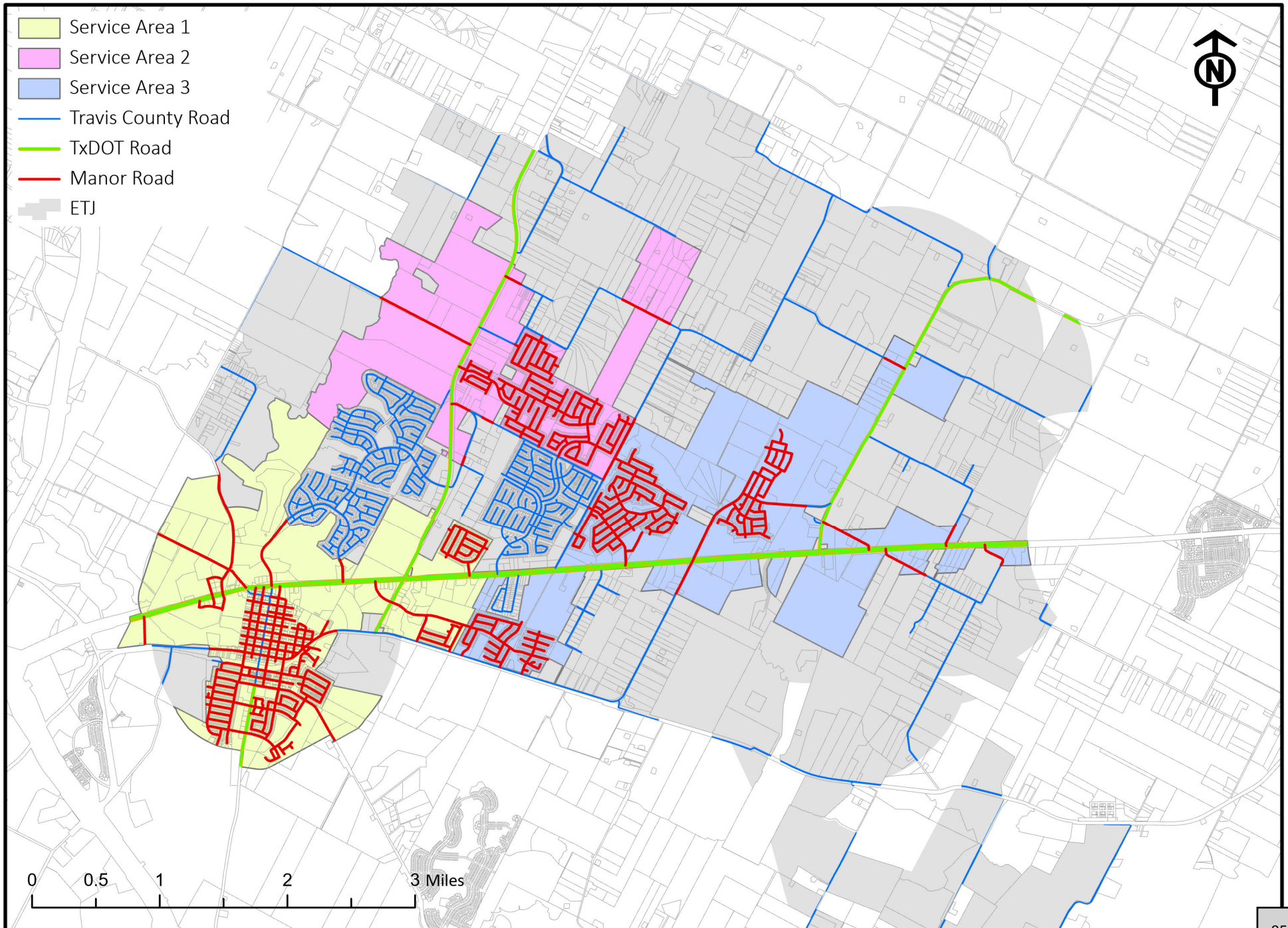
Roadway impact fee calculation steps

- ❖ STEP 12: COST OF TOTAL ROADWAY IMPACT FEE CIP PROJECTS THAT CAN BE ATTRIBUTED TO NEW GROWTH OVER THE TEN-YEAR PERIOD. THE CALCULATION INCLUDES ADDING THE COST OF THE ROADWAY IMPACT FEE CIP ATTRIBUTABLE TO NEW GROWTH MINUS ANY CREDITS FOR PREVIOUS CONTRIBUTIONS MADE BY THE DEVELOPER.
 - THIS VALUE IS THE TOTAL ROADWAY IMPACT FEE CIP PROJECT COST (EXCLUDING FINANCIAL COSTS) THAT MAY BE RECOVERED THROUGH IMPACT FEES AND IS DETERMINED USING THE LIMITATIONS TO IMPACT FEES REQUIRED BY THE TEXAS LEGISLATURE (CHAPTER 395).

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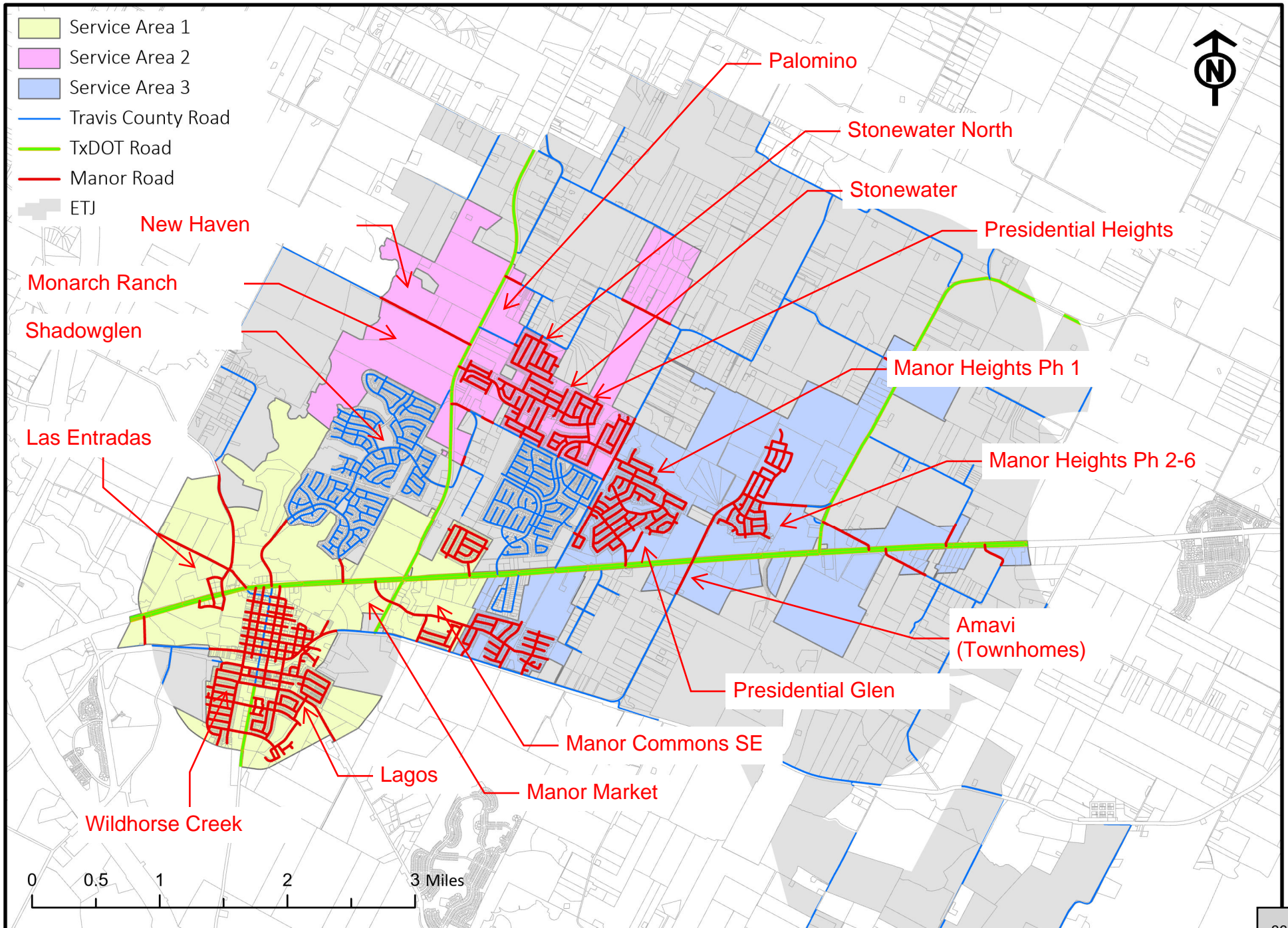
Manor Road Impact Fee Map

Item 2.



Manor Road Impact Fee Map

Item 2.



Manor Road Impact Fee Map

Item 2.

