



COMPARISON OF ROADWAY IMPACT FEES

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City of Manor Roadway Impact Fees Impact Fee Comparison Chart -October 2023	
City	Roadway Impact Fee
Austin	High = \$5742, Low = \$1472
Bastrop	Working on fees currently
Bartlett	Nothing at this time
Belton	Impact Fees do not seem appropriate, timely, or an affordable process for the community at this time, and would discourage development.
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
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
Round Rock	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
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

*Taylor has 3 service areas - Area 1 - \$1500/service unit, Area 2 - \$710/service unit, Area 3 - \$710/service unit

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
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.