



**COMMUNITY IMPACT FEE ADVISORY COMMITTEE  
CALLED SPECIAL SESSION MINUTES  
NOVEMBER 13, 2023**

*This meeting was live streamed on Manor's YouTube Channel at  
<https://www.youtube.com/@cityofmanorsocial/streams>*

**PRESENT:**

**COMMISSIONERS:**

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

**CITY STAFF:**

Frank Phelan, City Engineer  
Scott Dunlop, Development Services Director  
Micheal Burrell, Planning Coordinator

**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 7:03 p.m. on Wednesday November 13, 2023, in the Council Chambers of the Manor City Hall, 105 E. Eggleston St., Manor, Texas.

**PUBLIC COMMENTS**

No one appeared to speak at this time.

**CONSENT AGENDA**

- 1. Consideration, discussion, and possible action to approve the minutes for the September 13, 2023, Community Impact Fee Advisory Committee Regular Session.**

**MOTION:** Upon a motion made by Commissioner Small and seconded by Commissioner Meyer to approve the minutes of the September 13, 2023, CIF Advisory Committee Minutes.

There was no further discussion.

**Motion to Approve carried 4-0**

## **REGULAR AGENDA**

### **2. Consideration, discussion, and possible action on Roadway Impact Fee Calculations with updates from previous meeting.**

Engineer Phelan gave a Power Point Presentation. (*see attached*) He answered questions and gave specific details of the different residential and non-residential categories of Service Units. He explained the method used to calculate vehicle miles.

Engineer Phelan described the adjustments that were made to the previous totals presented at the last meeting. He explained how the boundaries of the service areas were shifted to make the calculations more even throughout each service area.

Director Dunlop answered questions about the added items that affected the calculations. He stated future improvement projects and roads based off the future thoroughfare plan were the items that caused the increase in totals.

Engineer Phelan explained the charts that were included in the backup including the calculations for the Roadway Impact Fees per Service Area. He answered questions from the Committee regarding the calculations.

A detailed discussion was held regarding the different types of businesses the Roadway Impact Fee would affect the most. Consideration was given to the cost the developers would have to pay in the different service areas. Concerns were expressed regarding the increased cost of development and the negative effect it would have on growth within the city.

Engineer Phelan presented a handout that contained figures from the surrounding cities. (*see attached*) He answered questions regarding the varying amounts listed. Discussion was held regarding the locations nearby that did not currently have the Roadway Impact Fee.

Engineer Phelan spoke regarding the positive reasons to assess this fee. He stated the city presently did have many resources to pull from to help improve or expand the roadways. He explained the city did not have to set the fee at the maximum accessible value.

Director Dunlop clarified the impact fees would not be paid in addition to TIA Mitigation costs. The TIA improvements would be deducted from the cost of impact fees. Engineer Phelan mentioned the city and developers would have the option of working with TXDOT and the county with the improvement needed as well.

Director Dunlop answered questions regarding the roads listed on the Manor Road Impact Fee Map. He explained some of the roads were still in the process of being built out.

Questions were raised about the calculations presented being significantly higher than the totals present at the last meeting. Director Dunlop explained the projects with cost amounts that were considered in the first set of calculations and then the ones used for the current calculations.

Discussion was held regarding the recent bonds that were passed, what the bonds were for and if those funds could be used to eliminate this fee from being charged. Director Dunlop explained why the funds could not be used for that purpose. He stated bonds were an option if the City Council wanted to go in that direction.

Engineer Phelan explained the importance of establishing mechanisms of funding for roadway expansions and improvements. He explained there has been a load increase on the roads and their carrying capacity. He reiterated that the Roadway Impact Fee did not have to be set at the maximum accessible value.

Engineer Phelan answered questions regarding how the impact fee would be implemented. He stated that more research would be needed regarding reductions or adjustments being made for certain types of land uses.

Engineer Phelan recapped the information and data that would be collected to report back on for the next meeting. He stated the calculation totals would be re-examined, calculate the maximum fee and provide the 50% adjustment on it. How many services areas were in the other cities that have adopted the Roadway Impact Fee. A check will be done to see what cities would be adopting Roadway Impact Fees and if not, see if they have any feedback on why not.

The Committee requested to have the City of Hutto's data added to the charts, add data on the true average of the other cities, and include zeros to the chart as well.

There was more debate regarding the calculations listed on the impact fee calculations chart.

**MOTION:** Upon a motion made by Developer Representative Timmermann and seconded by Commissioner Meyer to move Agenda Item #2 to the next meeting.

There was no further discussion.

**Motion to Postpone carried 4-0**

**3. Consideration, discussion, and possible action on the Comparison of Roadway Impact Fees – updated with additional information as requested at the September meeting.**

Chair Hardeman stated the discussion for this item was done during the previous agenda item.

**MOTION:** Upon a motion made by Commissioner Small and seconded by Developer Representative Timmermann to move Agenda Item #3 with the updates requested to the next meeting.

There was no further discussion.

**Motion to Postpone carried 4-0**



**4. Consideration, discussion, and possible action on recommending roadway impact fee amounts to City Council.**

**MOTION:** Upon a motion made by Commissioner Small and seconded by Developer Representative Timmermann to postpone recommending roadway impact fee amounts to City Council.

There was no further discussion.

**Motion to Postpone carried 4-0**

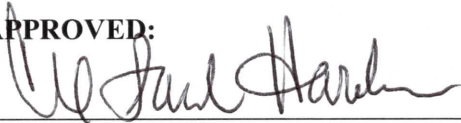
**ADJOURNMENT**

**MOTION:** Upon a motion made by Developer Representative Timmermann and seconded by Commissioner Small to adjourn the regularly scheduled CIF Advisory Committee at 8:21 p.m. on Wednesday, November 13, 2023.

There was no further discussion.

**Motion to Adjourn carried 4-0**

**APPROVED:**



Cresandra Hardeman  
Chairperson

**ATTEST:**



Mandy Miller  
Development Services Supervisor





CITY OF MANOR ROADWAY  
IMPACT FEE CALCULATIONS  
RECAP/UPDATE

# 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

# 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		1870		10,232	443,218	1,249,580	457,950				1,729	6,085	2,116	9,930	20,162
2	1845	4.04	0	2.19	7,454	0	35,000	0	3.9	4.87	4.62	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

**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
<b>Manor</b>	<b>Nothing at this time</b>
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	



# 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	17,621
2	<b>11,997</b>
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	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	1931		1000		9,991	351,470	155,144	1,191,220				1,371	756	5,503	7,630	17,621
2	2529	4.04	224	2.19	10,708	100,000	50,000	142,000	3.9	4.87	4.62	390	244	656	1,290	11,997
3	1961		0		7,922	250,000	300,000	680,000				975	1,461	3,142	5,578	13,500
TOTALS	6421		1224		28,621	701,470	505,144	2,013,220				2,736	2,460	9,301	14,497	43,118

# VEHICLE MILES

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

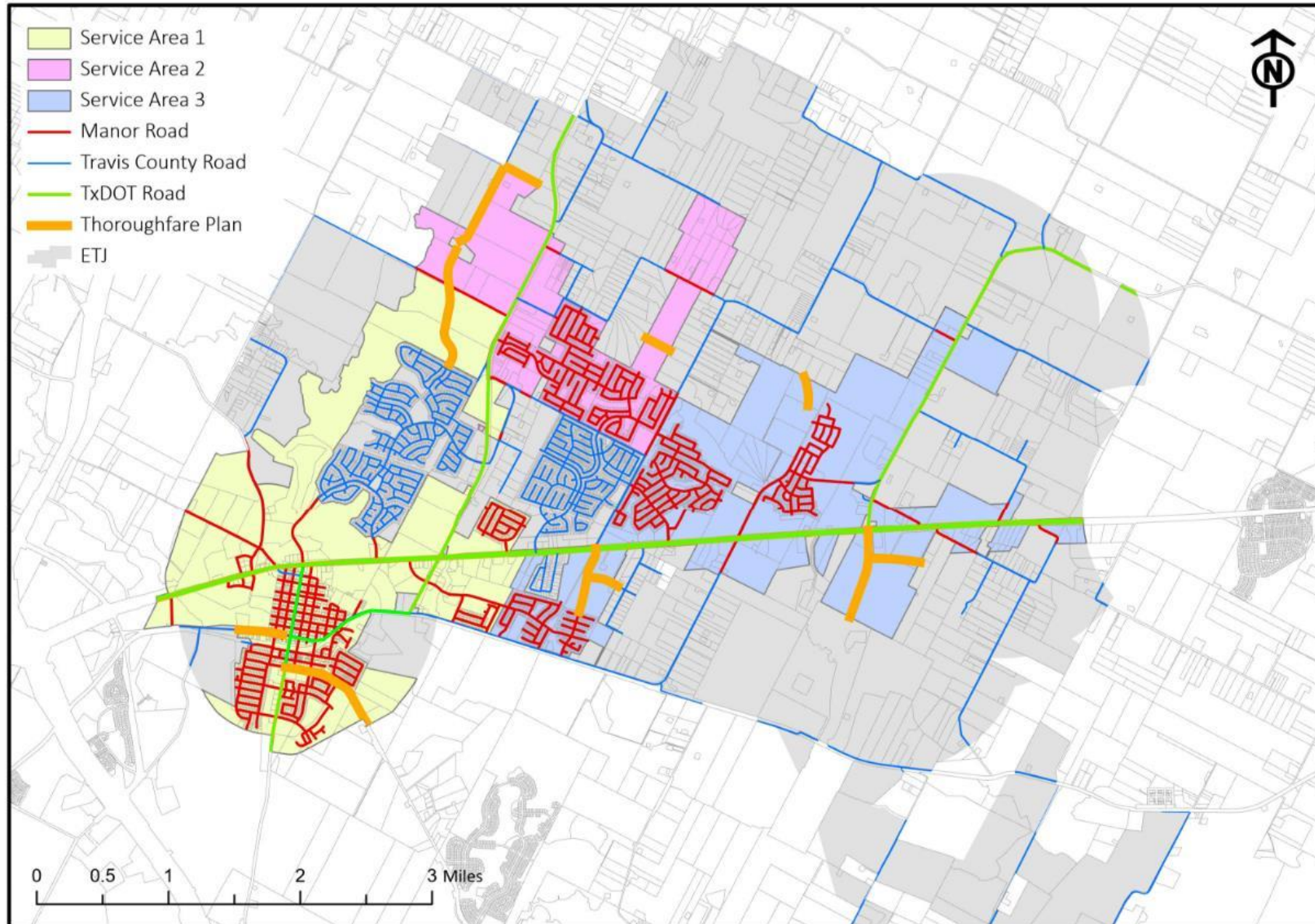
❖ SERVICE AREA 1 = 17,621 MILES

❖ SERVICE AREA 2 = 11,997 MILES

❖ SERVICE AREA 3 = 13,500

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

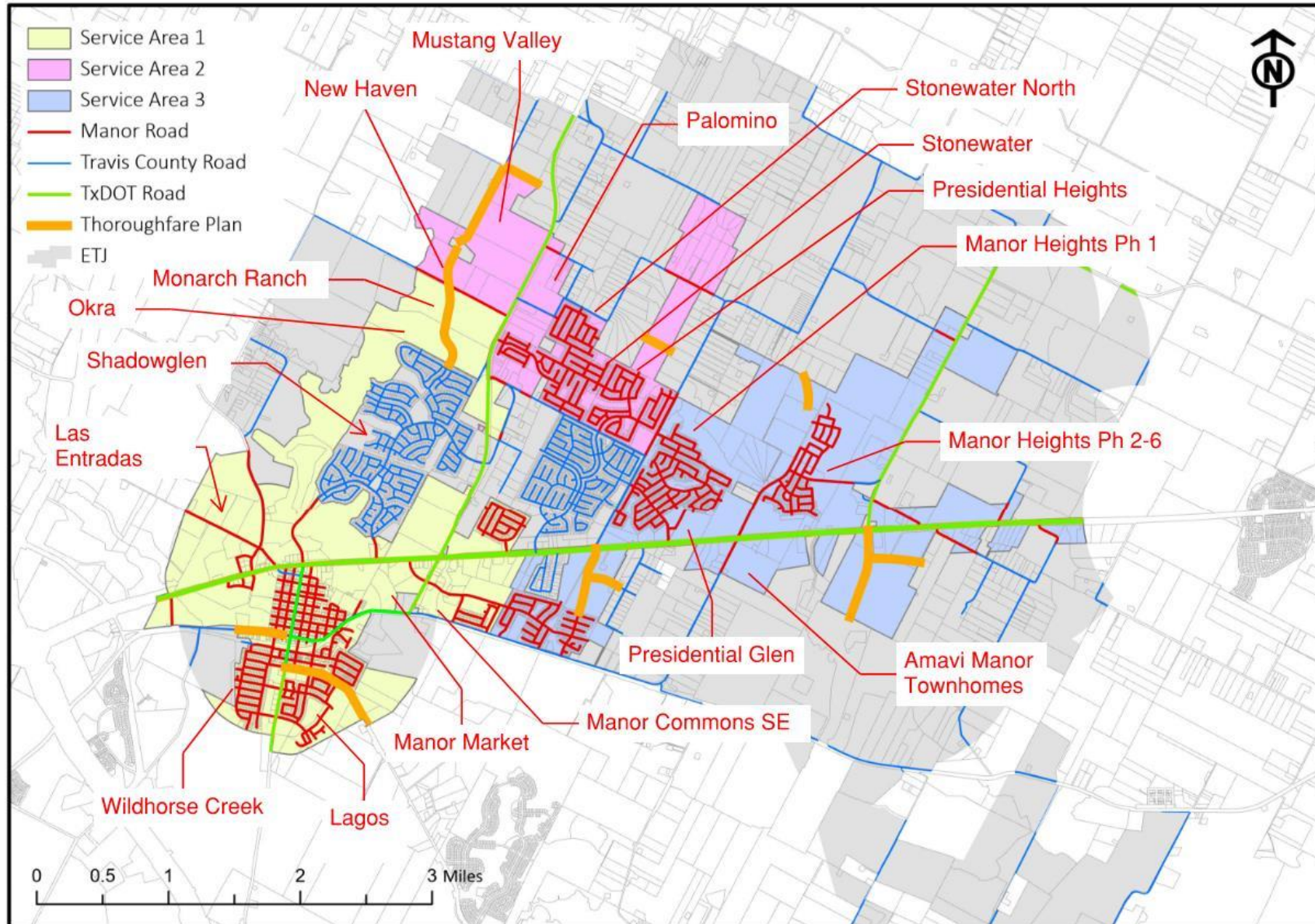
# Manor Road Impact Fee Map





# Manor Road Impact Fee Map

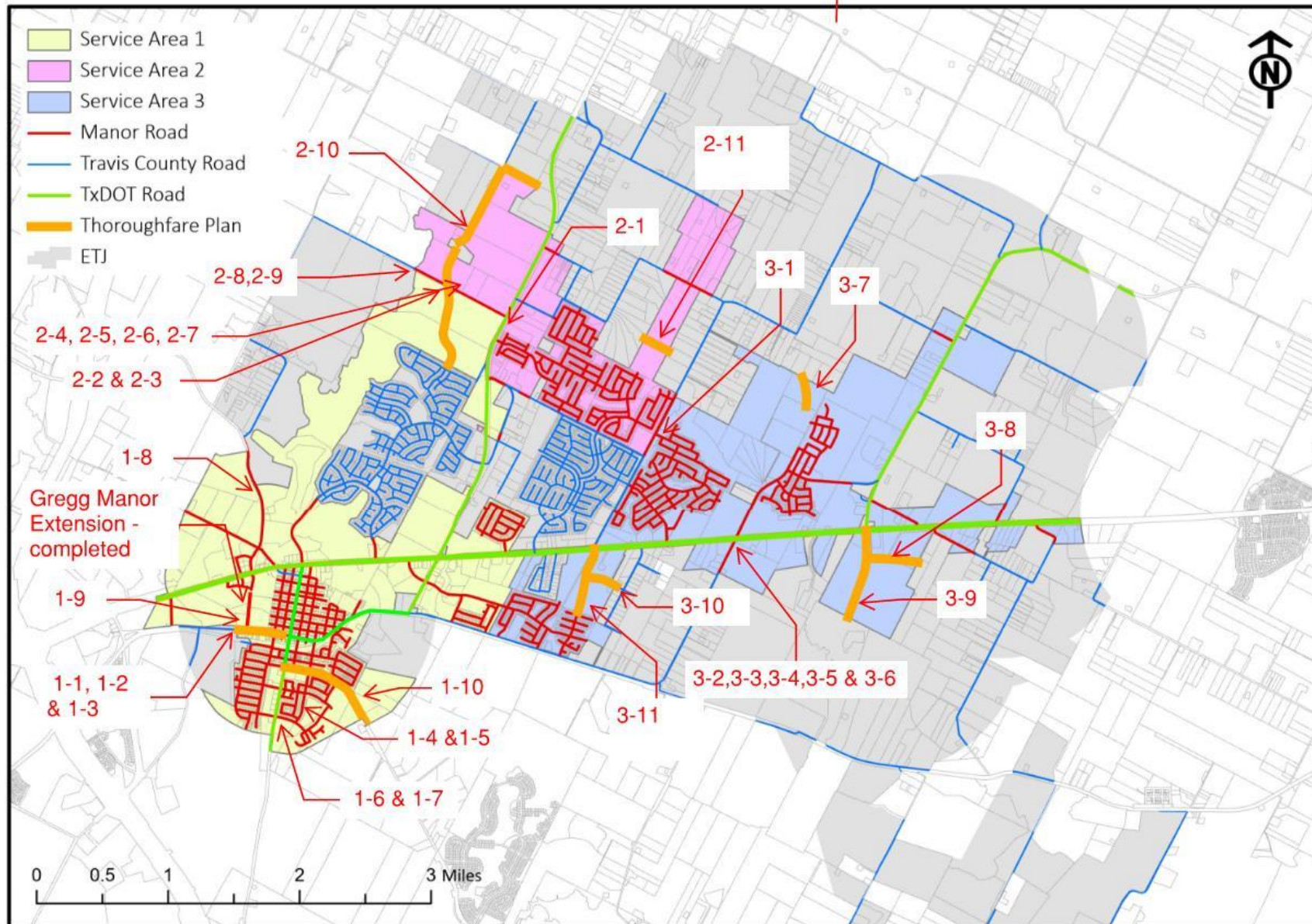
## Subdivision Locations





# 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-righer turn lanes	100%	\$10,000.00	Wildhorse Commercial	
	1-6	Murchison @ FM 973 EB	Restripe approach providing exclusive left and through-righer 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

- 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

- CALCULATIONS = SERVICE AREA IMPROVEMENT COSTS/NUMBER OF VEHICLE MILES ADDED
- SERVICE AREA 1 =  $\$25,640,000/17621 = \$1455.08$  per vehicle mile
- SERVICE AREA 2 =  $\$12,405,000/11997 = \$1034.01$  per vehicle mile
- SERVICE AREA 3 =  $\$14,785,000/13500 = \$1095.19$  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

- SERVICE AREA 1 HAS A 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 = \$727,540

## 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

# CALCULATION EXAMPLES

## 50,000 s.f. Retail Center:

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

195 vehicle-miles x \$1455.08 /vehicle-mile = \$283,740.60

## 100,000 s.f. Industrial Development:

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

380 vehicle-miles x \$1455.08 /vehicle-mile = \$552,930.40



# CALCULATION EXAMPLES

- SERVICE AREA 2 HAS A 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

# CALCULATION EXAMPLES

## 50,000 s.f. Retail Center:

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

$195 \text{ vehicle-miles} \times \$1034.01 /\text{vehicle-mile} = \$201,631.95$

## 100,000 s.f. Industrial Development:

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

$380 \text{ vehicle-miles} \times \$1034.01 /\text{vehicle-mile} = \$392,923.80$

# CALCULATION EXAMPLES

- SERVICE AREA 3 HAS A COST PER VEHICLE MILE 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

# CALCULATION EXAMPLES

## 50,000 s.f. Retail Center:

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:

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

# COMPARISON OF ROADWAY IMPACT FEES

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
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Buda	Nothing at this time
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Florence	Nothing at this time
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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
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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



# CITY OF TAYLOR ROADWAY IMPACT FEES

- Taylor recently updated their roadway impact fees.
- Taylor set the effective fees at:
  - Service Area 1 - \$1,500/Service Unit
  - Service Area 2 - \$710/Service Unit
  - Service Area 3 - \$710/Service Unit
- The maximum allowable calculated fees were:
  - Service Area 1 - \$7,988/Service Unit
  - Service Area 2 - \$1,847/Service Unit
  - Service Area 3 - \$710/Service Unit