



College Station, TX

Meeting Agenda City Council

1101 Texas Ave, College Station, TX 77840

Internet: <https://zoom.us/j/96728393278>

*Phone: 888 475 4499 and Meeting ID: 967 2839 3278

November 22, 2021

4:00 PM

City Hall Council Chambers

This meeting will offer both in-person and remote participation following both the City's Guidelines for in-person, virtual attendance, and the speaker protocol in the agenda. The city uses a third-party vendor to help host the meeting and if the call-in number is not functioning access will be through the internet link only.

1. **Call to Order.**
2. **Executive Session is Closed to the Public and Will Be Held in the Administrative Conference Room. The Open Meeting Will Resume No Earlier Than 5:00 PM.**

Consultation with Attorney {Gov't Code Section 551.071}:

Possible action. The City Council may seek advice from its attorney regarding a pending or contemplated litigation subject or settlement offer or attorney-client privileged information. Litigation is an ongoing process and questions may arise as to a litigation tactic or settlement offer, which needs to be discussed with the City Council. Upon occasion the City Council may need information from its attorney as to the status of a pending or contemplated litigation subject or settlement offer or attorney-client privileged information. After executive session discussion, any final action or vote taken will be in public. The following subject(s) may be discussed.

Litigation

- a. Kathryn A. Stever-Harper as Executrix for the Estate of John Wesley Harper v. City of College Station and Judy Meeks; No. 15,977-PC in the County Court No. 1, Brazos County, Texas
- b. McCrory Investments II, LLC d/b/a Southwest Stor Mor v. City of College Station; Cause No. 17-000914-CV-361; In the 361st District Court, Brazos County, Texas
- c. City of College Station v. Gerry Saum, Individually, and as Independent Executrix of the Estate of Susan M. Wood, Deceased; Cause No. 17-002742-CV-361; In the 361st District Court, Brazos County, Texas

Legal Advice

- a. Legal advice regarding impact fee service areas.

Personnel {Gov't Code Section 551.074}:

Possible action. The City Council may deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer. After executive session discussion, any final action or vote taken will be in public. The following public officer(s) may be discussed:

- a. City Secretary
- b. Council Self Evaluation

3. **Reconvene from Executive Session and Take Action, if Any.**

4. Pledge of Allegiance, Invocation, and Consider Absence Request.

Speaker Protocol

An individual who wishes to address the City Council regarding any item on the agenda other than those items posted for Executive Session shall register with the City Secretary two (2) hours prior to the meeting being called to order. Individuals must register to speak or provide written comments at <https://forms.cstx.gov/Forms/CSCouncil> or provide a name and phone number by calling 979-764-3500. Upon being called to speak an individual must state their name and city of residence, including the state of residence if the city is located out of state. Speakers are encouraged to identify their College Station neighborhood or geographic location. Each speaker's remarks are limited to three (3) minutes. Any speaker addressing the Council through the use of a translator may speak for six (6) minutes. At the (3) minute mark the City Secretary will announce that the speaker must conclude their remarks.

5. Presentation - Proclamations, Awards, and Recognitions.

- 5.1. Presentation of a proclamation commemorating the 150th Birthday of the City of Bryan.

Sponsors: Jay Socol

Attachments: 1. 112221 -- City of Bryan 150th Anniversary

6. Hear Visitors.

During Hear Visitors an individual may address the City Council on any item which does not appear on the posted agenda. The City Council will listen and receive the information presented by the speaker, ask staff to look into the matter, or place the issue on a future agenda. Topics of operational concern shall be directed to the City Manager.

7. Workshop Items.

- 7.1. Presentation, discussion, and possible action on Christmas activities in College Station.

Sponsors: Kendra Davis, Ana Romero

Attachments: None

8. Consent Items.

Presentation, discussion, and possible action on consent items which consist of ministerial or "housekeeping" items as allowed by law. A Councilmember may request additional information at this time. Any Councilmember may remove an item from Consent for discussion or a separate vote.

- 8.1. Presentation, discussion, and possible action of minutes for:

- October 28, 2021 Council Meeting
- November 11, 2021 Council Meeting

Sponsors: Tanya Smith

Attachments: 1. CCM102821 DRAFT Minutes
2. CCM111121 DRAFT Minutes

- 8.2. Presentation, discussion, and possible action on approving renewal number two (2) of an annual contract for gasoline and diesel fuel with Fikes Wholesale Inc., for the amount of \$1,400,000.

Sponsors: Mary Ellen Leonard

Attachments: 1. Contract 20300031 Fikes Wholesale Inc. Ren2

- 8.3. Presentation, discussion, and possible action regarding a professional services contract with Kimley Horn & Associates in the amount of \$279,750 for the design of the Francis Drive Rehabilitation Phase III project.

Sponsors: Emily Fisher

Attachments: 1. Francis 3 location map
2. Pages from Francis 3 design contract

- 8.4. Presentation, discussion, and possible action regarding a construction manager at risk contract with Jacody Construction, LP for the construction of the 1207 Texas Avenue Renovation project.

Sponsors: Emily Fisher

Attachments: 1. Proposal Form Jacody

- 8.5. Presentation, discussion, and possible action regarding approval of the City's Annual Price Agreements for Distribution Poles for CSU Electric, with estimated annual expenditures through Techline Inc. for an amount not to exceed \$7,352,580.

Sponsors: Mary Ellen Leonard

Attachments: 1. 22-008 APA Distribution Poles Tabulation
2. 22-008 Techline Award 110821

9. Regular Items.

- 9.1. Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Appendix A, "Unified Development Ordinance," Section 3.2 "General Approval Procedures" and Section 3.22 "Comprehensive Plan Amendment" of the Code of Ordinances of the City of College Station, Texas, regarding Comprehensive Plan Amendment processes and notifications.

Sponsors: Amy Albright

Attachments: 1. Ordinance
2. Sec. 3.2 General Approval Procedures Redline
3. Sec. 3.22 Comprehensive Plan Amendment Redline

- 9.2. Presentation, discussion, and possible action regarding a Semi-Annual Report on System-Wide Impact Fees for Water, Wastewater, and Roadway.

Sponsors: Carol Cotter

Attachments: 1. Impact Fee Semi-Annual Report - 20211104
2. Future Land Use Map
3. Service Area Maps - Water, Wastewater, and Roadway
4. Capital Improvements Plans (excerpted from 2016 studies) – Water, Wastewater, and Roadway

- 9.3. Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Chapter 107, "Impact Fees," Article I "Specific Impact Fees," and Article II, "System-Wide Impact Fees," of the Code of Ordinances of the City of College Station, Texas by: Repealing Article I in its entirety; Amending Sections 107-71 "System-Wide Impact Fees For Water Services," 107-72 "System-Wide Impact Fees For Wastewater Services," and 107-73 "System-Wide Roadway Impact Fees" in their entirety; and Adding a new Section 107-74 "Update of Plan and Revisions of Fees."

Sponsors: Jason Schubert, Carol Cotter

Attachments: 1. IFAC Written Comments - Combined
2. Ordinance
3. 2021 Water and Wastewater Impact Fee Study

4. 2021 Roadway Impact Fee Study

- 9.4. Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Chapter 107, "Impact Fees," Article II, "System-Wide Impact Fees," Sections 107-71 "System-Wide Impact Fees For Water Services," 107-72 "System-Wide Impact Fees For Wastewater Services," and 107-73 "System-Wide Roadway Impact Fees" of the Code of Ordinances of the City of College Station, Texas by amending certain sections relating to water, wastewater, and roadway impact fee collection rates.

Sponsors: Jason Schubert, Carol Cotter

Attachments:

1. IFAC Written Comments - Combined
2. Ordinance
3. Impact Fee Amounts for Sample Land Uses
4. Roadway Service Areas Map
5. Generalized Map of Unplatted Property

10. Council Calendar - Council May Discuss Upcoming Events.

11. Items of Community Interest.

The Council may receive reports from a Council Member or City Staff about items of community interest for which notice has not been given, including: expressions of thanks, congratulations or condolence; information regarding holiday schedules; honorary or salutary recognitions of a public official, public employee, or other citizen; reminders of upcoming events organized or sponsored by the City of College Station; information about a social, ceremonial or community event organized or sponsored by an entity other than the City of College Station that is scheduled to be attended by a Council Member, another city official or staff of the City of College Station; and announcements involving an imminent threat to the public health and safety of people in the City of College Station that has arisen after the posting of the agenda.

12. Council Reports on Committees, Boards, and Commissions.

- 12.1. A Council Member may make a report regarding meetings of City Council boards and commissions or meetings of boards and committees on which a Council Member serves as a representative that have met since the last council meeting. (Committees listed in Coversheet)

Sponsors: City Council

Attachments: None

13. Future Agenda Items and Review of Standing List of Council Generated Future Agenda Items.

A Council Member may make a request to City Council to place an item for which no notice has been given on a future agenda or may inquire about the status of an item on the standing list of council generated future agenda items. A Council Member's or City Staff's response to the request or inquiry will be limited to a statement of specific factual information related to the request or inquiry or the recitation of existing policy in response to the request or inquiry. Any deliberation of or decision about the subject of a request will be limited to a proposal to place the subject on the agenda for a subsequent meeting.

14. Adjourn.

The City council may adjourn into Executive Session to consider any item listed on the agenda if a matter is raised that is appropriate for Executive Session discussion.

I certify that the above Notice of Meeting was posted on the website and at College Station City Hall, 1101 Texas Avenue, College Station, Texas, on November 18, 2021 at 5:00 p.m



City Secretary

This building is wheelchair accessible. Persons with disabilities who plan to attend this meeting and who may need accommodations, auxiliary aids, or services such as interpreters, readers, or large print are asked to contact the City Secretary's Office at (979) 764-3541, TDD at 1-800-735-2989, or email adaassistance@cstx.gov at least two business days prior to the meeting so that appropriate arrangements can be made. If the City does not receive notification at least two business days prior to the meeting, the City will make a reasonable attempt to provide the necessary accommodations.

Penal Code § 30.07. Trespass by License Holder with an Openly Carried Handgun.

"Pursuant to Section 30.07, Penal Code (Trespass by License Holder with an Openly Carried Handgun) A Person Licensed under Subchapter H, Chapter 411, Government Code (Handgun Licensing Law), may not enter this Property with a Handgun that is Carried Openly."

Codigo Penal § 30.07. Traspasar Portando Armas de Mano al Aire Libre con Licencia.

"Conforme a la Seccion 30.07 del codigo penal (traspasar portando armas de mano al aire libre con licencia), personas con licencia bajo del Sub-Capitulo H, Capitulo 411, Codigo de Gobierno (Ley de licencias de arma de mano), no deben entrar a esta propiedad portando arma de mano al aire libre."

November 22, 2021

Item No. 5.1.

150th Birthday of the City of Bryan

Sponsor: Jay Socol, Director of Public Communications

Reviewed By CBC: City Council

Agenda Caption: Presentation of a proclamation commemorating the 150th Birthday of the City of Bryan.

Relationship to Strategic Goals:

- Good Governance

Recommendation(s): Council should receive this presentation.

Summary: The City of Bryan celebrates its 150th anniversary of official incorporation

Budget & Financial Summary: None.

Attachments:

1. 112221 -- City of Bryan 150th Anniversary

Proclamation

Office of the Mayor

- WHEREAS:** The City of Bryan traces its origins to the mid-1850s, when William Joel Bryan — nephew of Stephen F. Austin — ensured the Houston & Texas Central Railroad could extend its lines through the new town site; and,
- WHEREAS:** In 1866, Brazos County Commissioners directed the county's seat be moved from Boonville to Bryan to capitalize on proximity to the forthcoming railroad; and,
- WHEREAS:** The City of Bryan officially incorporated on Nov. 29, 1871; and,
- WHEREAS:** The community's first public library, The Carnegie Library, opened in 1903 and remains the oldest operating Carnegie Library in Texas and the stately anchor of Historic Downtown; and,
- WHEREAS:** Bryan's evolution and growth through the generations can be seen in its renovated downtown, its dozens of beautiful parks and facilities, two top-tier golf course communities, and a variety of Texas A&M University System functions; and,
- WHEREAS:** The City of Bryan celebrated its 150th anniversary in grand style through a commemorative website; aggregation of historical photos and memorabilia; oral histories; exhibits; tours; a time capsule; a concert; and a community meal; and,
- WHEREAS:** Our entire community benefits from the history, culture, character, and quality of life offered by the City of Bryan.
- NOW, THEREFORE, I,** Karl P. Mooney, as Mayor of the City of College Station, Texas, and on behalf of the entire College Station City Council, do hereby recognize Nov. 29, 2021, as:

THE CITY OF BRYAN'S 150th ANNIVERSARY

And congratulate all Bryan residents on this milestone year.

Karl P. Mooney, Mayor

Proclaimed this 22nd day of November 2021

November 22, 2021
Item No. 7.1.
Christmas in College Station

Sponsor: Kendra Davis, Ana Romero

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on Christmas activities in College Station.

Relationship to Strategic Goals:

- Good Governance
- Financially Sustainable City
- Diverse Growing Economy
- Sustainable City

Recommendation(s): Recommend council receive the presentation and provide comments or feedback.

Summary: Presentation from Visit College Station and Parks Department staff on Christmas activities and events in College Station to draw more visitors to the city during the Christmas season. Also, to be discussed are partnerships with local businesses and entertainment options available to visitors and citizens in College Station.

Budget & Financial Summary: N/A

Attachments:

None

November 22, 2021
Item No. 8.1.
Minutes

Sponsor: Tanya Smith, City Secretary

Reviewed By CBC:

Agenda Caption: Presentation, discussion, and possible action of minutes for:

- October 28, 2021 Council Meeting
- November 11, 2021 Council Meeting

Relationship to Strategic Goals:

- Good Governance

Recommendation(s): Recommends Approval.

Summary: N/A

Budget & Financial Summary: None

Attachments:

1. CCM102821 DRAFT Minutes
2. CCM111121 DRAFT Minutes

MINUTES OF THE CITY COUNCIL MEETING
VIA TELECONFERENCE
CITY OF COLLEGE STATION
OCTOBER 28, 2021

STATE OF TEXAS §
 §
COUNTY OF BRAZOS §

Present:

Karl Mooney, Mayor

Council:

Bob Brick
John Crompton
Linda Harvell
Elizabeth Cunha
John Nichols
Dennis Maloney

City Staff:

Bryan Woods, City Manager
Jeff Capps, Deputy City Manager
Carla Robinson, City Attorney
Ian Whittenton, Deputy City Secretary
Yvette Dela Torre, Deputy Local Registrar

1. Call to Order and Announce a Quorum is Present.

With a quorum present, the Meeting of the College Station City Council was called to order by Mayor Mooney via In-Person and Teleconference at 4:03 p.m. on Thursday, October 28, 2021, in the Council Chambers of the City of College Station City Hall, 1101 Texas Avenue, College Station, Texas 77840.

2. Executive Session

In accordance with the Texas Government Code §551.071-Consultation with Attorney, §551.074-Personnel, and §551.086-Competitive Matters, the College Station City Council convened into Executive Session at 4:03 p.m. on October 28, 2021, to continue discussing matters pertaining to:

- A. Consultation with Attorney to seek advice regarding pending or contemplated litigation, to wit:
- Kathryn A. Stever-Harper as Executrix for the Estate of John Wesley Harper v. City of College Station and Judy Meeks; No. 15,977-PC in the County Court No. 1, Brazos County, Texas; and
 - McCrory Investments II, LLC d/b/a Southwest Stor Mor v. City of College Station; Cause No. 17-000914-CV-361; In the 361st District Court, Brazos County, Texas; and
 - City of College Station v. Gerry Saum, Individually, and as Independent Executrix of the Estate of Susan M. Wood, Deceased; Cause No. 17-002742-CV-361; In the 361st District Court, Brazos County, Texas; and

- B. Consultation with attorney to receive legal advice; to wit:
- Private activity bonds under the Tax Equity and Fiscal Responsibility Act of 1982 (TEFRA).
- C. Deliberation on the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer; to wit:
- City Manager
 - City Attorney
 - Municipal Court Judge
 - City Auditor
 - Council Self-Evaluation
- D. Deliberation on a competitive matter as that term is defined in Gov't Code Section 552.133; to wit:
- Power Supply

3. Reconvene from Executive Session and take action, if any.

Executive Session recessed at 6:19 p.m. No vote or action was taken in Executive Session.

4. Pledge of Allegiance, Invocation, consider absence request.

5. Presentation - Proclamations, Awards, and Recognitions.

5.1 Mayor Mooney presented a proclamation to the Faith Riders for their achievements with the 4-H Brazos County. Present to receive the proclamation in person were Coaches, Bill Merka and Whitt Lightsey and Faith Riders: Tanner Lightsey, Jesse Lightsey, Lyssa Gutierrez, Jayde Andrews, Hanna Fattig, Samantha Bingaman, Michaela Dunn, Sophie Willis, Kenzie Newton, Maddie Hardinm Colbie Shirley, and Ella McClure.

6. Hear Visitors Comments

James Benham, College Station, came before the Council to denounce comments made by Councilmember Maloney at the recent Candidate Forum.

Sara Salzer, College Station, stated she found Councilmember Maloney's comments offensive. She believes public servants should work to unify and not divide people.

Joseph Rodriguez, Bryan. was deeply offended when he heard the comments made by Councilmember Maloney. He believes the Councilmember owes the community an apology.

Andy Cervantez, Bryan, stated that Councilmember Maloney's comments were very upsetting and believes Councilmember Maloney should give a sincere apology and to make things right.

John Anderson, College Station. Mr. Anderson said College Station and Bryan are two cities in one community and we should work together for the benefit of all citizens of Brazos County

Ralph Cruzan, College Station, was concerned by Councilmember Maloney's comments. After speaking with College Station residents and local community leaders, Mr. Cruzan stated he is in support of Councilmember Maloney.

Francis Maloney, College Station, spoke in support of Councilmember Maloney. She believes his comments were misconstrued and stated we will not find a more honest and ethical person.

Joseph Munguia, resident of Bryan, believes the people that have made comments about Councilmember Maloney are wrong and has found their comments hurtful.

Marie Garcia, College Station, said Councilmember Maloney is a great man and is in support of him.

Justin Ferrell, College Station, voiced his frustration and concerns about crime around the Bee Creek area.

7. Workshop Items

7.1. Presentation, discussion, and possible action regarding an overview of strategies and methods to address traffic congestion and mobility issues.

Item was postponed to a future meeting.

7.2. Presentation, discussion, and possible action on a review of solar power, City-supported programs, and utilization of solar panels at City facilities.

Pat McIntyre, Electric, presented on the origins of solar power and detailed the usage and infrastructure in the city today. The solar industry launched in 2006. In FY2010 College Station utilities offered incentives of \$12,000 per installation. In FY 2012 the incentive was reduced to about \$6,000 per installation and in FY 2014, due to oversupply of equipment, the program was eliminated. Incentive funds from the program were transferred to other energy conservation programs.

Mr. McIntyre informed the council of the federal solar tax credit and the affordability of solar power installation. The number of Solar permits has increased from FY2010 to FY2021. He believes the city will be above 50 installations for FY2022. Mr. McIntyre presented a slide demonstrating the 160 solar meters installed within the city. He presented a visual and explained the cycle of the power purchase price. The city's current buy back price for solar power is 5.5 cents. Elements of solar power system include CSU charges for contracted power, infrastructure which are the distribution substations, power lines, underground line, and operating costs which include employees, trucks, and materials. Mr. McIntyre presented information of what would be needed for a city building to install solar power and the financial impact it would have on the city.

8. CONSENT ITEMS

Presentation, discussion, and possible action on consent items which consist of ministerial, or "housekeeping" items as allowed by law: A Councilmember may request additional information at this time. Any Councilmember may remove an item from the Consent Agenda for a separate vote.

Items 8.2 and 8.12 were pulled from Consent for clarification.

Item 8.6 was pulled by Councilmember Cunha for a separate vote.

(8.2) Michael Dehaven, Finance Department, stated that requested a 90-day bid hold. The contractor that was awarded the original bid, would not hold the bid for 90 days and was in violation of the terms. The contract had to go back out for bid and was then awarded to the next lowest bidder.

(8.12) Steve Wright, Parks and Recreation, clarified the scope of work for this item and funding.

(8.6) Ty Elliott, Internal Auditor, explained the auditing standards which were followed for the EMS Billing Audit, the audit scope, and management's role on the control of the vendor.

Michael Dehaven, Finance Department, clarified that revenue collected from Emergicon do go into the Fire Departments fund.

8.1. Presentation, possible action, and discussion of minutes for:

- **October 14, 2021 Council Meeting**

8.2. Presentation, discussion, and possible action regarding approval of the City's Annual Price Agreement for Electric Warehouse Single-Phase Padmount Transformers with estimated annual expenditure in the amount not to exceed \$654,440 awarded to KBS Electrical Distributors Inc.

8.3. Presentation, discussion, and possible action on a funding agreement between the City of College Station and the Keep Brazos Beautiful for FY22 in the amount of \$46,730.

8.4. Presentation, discussion, and possible action regarding approval of the City's Annual Price Agreements for Various Materials for CSU Electric, with estimated annual expenditures through Anixter Inc. for \$75,164 KBS Electrical Distributors for \$253,016.51 and Techline for \$1,303,689.25. The total recommended award is for an amount not to exceed \$1,631,869.76.

8.5. Presentation, discussion, and possible action on a bid award for the annual purchase of sodium hypochlorite, which will be maintained by water services and expended as needed. The total recommended award is \$160,425 to DXI Industries.

8.6. Presentation, discussion, and possible action on a five-year service agreement with Emergicon, LLC for EMS medical billing, accounts receivable, delinquent accounts collections, medical records requests, and fire billing and other related fire and EMS billing and records services not to exceed \$225,000 per year.

8.7. Presentation, discussion, and possible action regarding the second renewal of the Master Agreement between the City of College Station and The Reynolds Company (TRC) for the purchase of Rockwell Automation products and services for maintenance of Water Services Department SCADA infrastructure for a not to exceed amount of \$150,000.

8.8. Presentation, discussion, and possible action regarding the approval of an annual price agreement for the purchase of Type D Hot Mix Asphalt to be picked up by City Crews or to be delivered to the job site as requested for the maintenance of streets to BPI Materials LLC for

\$1,200,000 and Knife River Corporation - South for \$800,000. The total annual not to exceed expenditure is \$2,000,000.

8.9. Presentation, discussion, and possible action on approval of the 2021 Property Tax Roll in the amount of \$54,446,371.84.

8.10. Presentation, discussion, and possible action regarding Change Order No. 1 in the amount of \$85,000 to the professional services contract with Kirksey Architects, Inc. for the Renovation of 1207 Texas Avenue Project.

8.11. Presentation, discussion, and possible action regarding approval of resolution 10-28-21-8.11 to support the adoption and approval of the Texas Opioid Abatement and Fund Council and Settlement Allocation Term Sheet, approval of a Settlement Participation Form electing to participate in the “Distributor Settlement” and releasing all claims, approval of a Settlement Participation Form electing to participate in the “Janssen Settlement” and releasing all claims; and authorization for the Mayor to execute all documents on behalf of the City.

8.12. Presentation, discussion, and possible action on approval of Change Order No. 1 to the construction contract with Vaughn Construction in the amount of \$17,962 for improvements.

MOTION: Upon a motion made by Councilmember Nichols and a second by Councilmember Harvell, the City Council voted seven (7) for and none (0) opposed, to approve Consent Agenda less Item 8.6. The motion carried unanimously.

MOTION: Upon a motion made by Councilmember Nichols and a second by Mayor Mooney, the City Council voted six (6) for and one (1) opposed, with Councilmember Cunha voting against, to approve Consent Item 8.6, a five-year service agreement with Emergicon, LLC for EMS medical billing, accounts receivable, delinquent accounts collections, medical records requests, and fire billing and other related fire and EMS billing and records services not to exceed \$225,000 per year. The motion carried.

Mayor Mooney recessed the meeting at 8:09 p.m.

The meeting resumed at 8:22 p.m.

9. REGULAR ITEMS

9.1. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2021-4305 amending Appendix A, “Unified Development Ordinance, Article 4, “Zoning Districts,” Section 4.2 “Official Zoning Map,” of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from R Rural to GS General Suburban for approximately 30 acres generally located west of the intersection of W.S. Phillips Parkway and Brewster Drive.

Brandi Tedrick, Planning and Development, stated that this request is to rezone approximately 30 acres of undeveloped land generally located west of the intersection of W.S. Phillips Parkway and Brewster Drive from R Rural to GS General Suburban. The tract was originally zoned A-O Agricultural-Open upon annexation to the City in 1995. Also, this zoning request is in effort to

provide additional single-family housing supply to this area of the city. The applicant has stated there is little marketability for this property under the current zoning due to the development activity in this area. Ms. Tedrick explained that the tract contains portions of 3 thoroughfares. W.S. Phillips Parkway is along its eastern edge and classified as a future 4-lane Minor Arterial. The extension of Brewster Drive as a proposed 2-lane Minor Collector is along the tract's southern edge and the extension of Etonbury Avenue as a 2-lane Minor Collector is along the western edge. There are two residential streets stubbed to the tract, Tradewind Drive and Bramber Drive, that will be extended with platting. While the acreage amount can require a TIA, a TIA was not required with this rezoning. The applicant provided a conceptual layout of 96 lots as the tract has thoroughfares and other encumbrances such as a significant gas pipeline crossing, a large pond, and detention requirements that limit the developable area. If a Preliminary Plan is submitted in the future with 150 or more lots, a TIA can be required with that application.

The Planning and Zoning Commission heard this item at their October 7, 2021 Regular Meeting and voted unanimously to recommend approval. Staff recommends approval of the rezoning.

At approximately 8:26 p.m., Mayor Mooney opened the Public Hearing.

There being no comments, the Public Hearing was closed at 8:27 p.m.

MOTION: Upon a motion made by Councilmember Maloney and a second by Councilmember Brick, the City Council voted seven (7) for and none (0) opposed, to adopt Ordinance No. 2021-4305, amending Appendix A, "Unified Development Ordinance, Article 4, "Zoning Districts," Section 4.2 "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from R Rural to GS General Suburban for approximately 30 acres generally located west of the intersection of W.S. Phillips Parkway and Brewster Drive. The motion carried unanimously.

9.2. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2021-4306 amending Appendix A, "Unified Development Ordinance," Article 4, "Zoning Districts," Section 4.2 "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from C-3 Light Commercial and GS General Suburban to PDD Planned Development District for approximately 0.6 acres located at 1201 Wellborn Road and 104 Southland Street, generally located east of the intersection of FM 2154 (Wellborn Road) and Southland Street.

Brandi Tedrick, Planning and Development, stated that the applicant has proposed a PDD Planned Development District for approximately 0.6 acres generally located at the corner of Southland Street and FM 2154 (Wellborn Road). It is the applicant's intent to expand the Southwest Crossing commercial center onto this property and develop a drive-thru restaurant with buffering to the adjacent single-family neighborhood. She explained that the Comprehensive Plan proposes a commercial development connecting to the existing Southwest Crossing commercial center with a proposed drive-thru restaurant.

Mrs. Tedrick explained that the applicant is requesting modifications to the standard SC Suburban Commercial requirements for restaurants with a drive-thru that include being located a minimum of 150 feet from any single-family use or zoning and the requirement that drive-thru facilities (menu board, speaker box, pick-up window) cannot be located between the building and any single-family use or zoning. The applicant is proposing the following:

- Distance from pick-up window to the single-family property line: 59 feet
- Distance from back-of-curb of by-pass lane to single-family property line: 36 feet
- Distance from menu board to single-family property line: 67 feet

Community Benefits: The applicant offers the following as community benefits:

- A 30-foot-wide buffer with landscaping and solid screening wall along the common property line of residential uses.
- Five queuing spaces for the pick-up window, which is an additional space, and three queuing spaces for the order window.
- A shared parking and private access easement(s) provided with neighboring Southwest Crossing commercial center.

The Planning and Zoning Commission heard this item at their October 7, 2021, Regular Meeting and voted unanimously to recommend approval. Staff recommends approval of the rezoning.

At approximately 8:38 p.m., Mayor Mooney opened the Public Hearing.

There being no comments, the Public Hearing was closed at 8:38 p.m.

MOTION: Upon a motion made by Councilmember Maloney and a second by Councilmember Brick, the City Council voted seven (7) for and none (0) opposed, to adopt Ordinance No. 2021-4306, amending Appendix A, “Unified Development Ordinance,” Article 4, “Zoning Districts,” Section 4.2 “Official Zoning Map,” of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from C-3 Light Commercial and GS General Suburban to PDD Planned Development District for approximately 0.6 acres located at 1201 Wellborn Road and 104 Southland Street, generally located east of the intersection of FM 2154 (Wellborn Road) and Southland Street. The motion carried unanimously.

9.3. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2021-7307 amending Appendix A, “Unified Development Ordinance,” Article 4, “Zoning Districts,” Section 4.2 “Official Zoning Map,” of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from PDD Planned Development District to PDD Planned Development District on approximately 13 acres located at 4003 State Highway 6 South, generally located at the corner of Midtown Drive and the State Highway 6 Frontage.

Jesse Dimeolo, Planning and Development, stated that the subject property is identified as Tract 6 in the original Scott & White PDD Planned Development District (Ordinance #2010-3300), which requires Tracts 2-7 to obtain approved, revised Concept Plans prior to site plan approval or the issuance of permits for the development of the property. This rezoning request proposes a Concept Plan for Tract 6 in accordance with the existing PDD district zoning. No other changes are proposed to the PDD. Mr. Dimeolo explained that the applicant is proposing an updated concept plan for tract 6, totaling approximately 13 acres, fronting on Midtown Drive and the State Highway 6 Frontage Road. The tract is part of the larger Medical District Master Plan and is suitable for development because it is a permitted use, fits the surrounding area and has access to a public road. The proposed concept plan shows a single, medical office building at the hard corner of Midtown Drive and the State Highway 6 Frontage Road. The building and surrounding parking area occupy approximately

two acres out of the total 13 acres. In the future, when the remainder of the tract is developed, an additional revised concept plan will be required as set forth in the original PDD language.

Staff recommends approval of the rezoning request and associated concept plan. The Planning and Zoning Commission heard this item at their October 21, 2021, meeting and voted unanimously for approval. Staff recommends approval.

At approximately 8:43 p.m., Mayor Mooney opened the Public Hearing.

There being no comments, the Public Hearing was closed at 8:43 p.m.

MOTION: Upon a motion made by Councilmember Harvell and a second by Councilmember Nichols, the City Council voted seven (7) for and none (0) opposed, to adopt Ordinance No. 2021-4307, amending Appendix A, "Unified Development Ordinance," Article 4, "Zoning Districts," Section 4.2 "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from PDD Planned Development District to PDD Planned Development District on approximately 13 acres located at 4003 State Highway 6 South, generally located at the corner of Midtown Drive and the State Highway 6 Frontage. The motion carried unanimously.

9.4. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2021-4308 amending Appendix A, "Unified Development Ordinance," Article 8, "Subdivision Design and Improvements," Section 8.8 "Requirements for Park Land Dedication," of the Code of Ordinances of the City of College Station, Texas in its entirety, including amending the official Park Zones Map.

Michael Ostrowski, Planning and Development Director stated that for parkland dedication purposes, developers are required to dedicate either land and/or fee in lieu of land for new residential development (both single-family and multi-family). The intent is that this dedication or fee will offset the demand that the new residents will place of the parks system. In addition to land, developers are also required to either construct or provide a fee for the improvements of the park's facilities. These funds are not to be used for maintenance or current parks facilities, but rather new or improved parks facilities. The land and improvements required for each development are to be located within the same park zone where the development is taking place. Through a couple of City Council work sessions, the City Council has directed staff to make several changes to the parkland dedication requirements within the Unified Development Ordinance (UDO). The proposed changes are broken down into three categories (1) zones, (2) fees, and (3) credits.

The Parks and Recreation Board met on October 12, 2021 and recommended approval of the item as presented. The Planning and Zoning Commission met on October 21, 2021 and recommended approval of the item as presented. Staff recommends approval.

At approximately 9:27p.m., Mayor Mooney opened the Public Hearing.

There being no comments, the Public Hearing was closed at 9:27 p.m.

A consensus of Council directed staff to return with options to add an appeals process, fee changes, an affordability policy, and contact with development community for further recommendations.

Items 9.5 and 9.6 presented has one item with separate motions.

9.5. Presentation, discussion, and possible action regarding Ordinance No. 2021-4309 amending the Comprehensive Plan Future Land Use and Character Map from Suburban Commercial to Urban for approximately 10 acres, generally located at 1660 Graham Road.

Michael Ostrowski, Planning and Development Director, stated that the applicant is requesting an amendment to the Comprehensive Plan Future Land Use and Character Map from Suburban Commercial to Urban on approximately 10 acres located at Longmire and Graham Rd. The subject property and properties to the north and east are primarily designated as Suburban Commercial on the Comprehensive Plan Future Land Use and Character Map, while the properties to the west and south are General Suburban. In February 2021, City Council denied a Comprehensive Plan Amendment request for Urban on the same parcel, as the former developer – at the time – intended to develop a multi-family product.

Mr. Ostrowski explained that this request for the Urban land use designation is accompanied by a rezoning request for a PDD Planned Development District with a T Townhouse base to allow for a transitional single-family residential use between the Dove Crossing Subdivision and the ILT charter school campus. The City Council heard this item at their September 9, 2021, meeting, held the public hearing, and postponed action on the item this day, October 28, 2021. This application coincides with the 10-year Comprehensive Plan update, which will eliminate the Urban land use designation and reclassify all properties that were previously designated as Urban. The new Mixed Residential land use is the most appropriate for the townhouse uses proposed with this development. If approved by City Council, the Urban land use for this property will take effect immediately and then be reclassified to Mixed Residential when the 10-year Comprehensive Plan Update goes into effect on November 8, 2021.

The Planning and Zoning Commission heard this item at their August 19, 2021, meeting where they voted unanimously to recommend approval. Staff also recommends approval of the request to Urban with the understanding that if this request is approved by City Council, the 10-year Comprehensive Plan update will necessitate a redesignation to Mixed Residential, which best reflects the proposed townhouse use and inherently limits the scale and density of this development.

MOTION: Upon a motion made by Councilmember Maloney and a second by Councilmember Crompton, the City Council voted three (3) for and four (4) opposed, with Mayor Mooney and Councilmembers Nichols, Brick, and Cunha voting against, to deny Ordinance No. 2021-4309, amending the Comprehensive Plan Future Land Use and Character Map from Suburban Commercial to Urban for approximately 10 acres, generally located at 1660 Graham Road. The motion failed.

2nd MOTION: Upon a motion made by Mayor Mooney and a second by Councilmember Brick, the City Council voted four (4) for and three (3) opposed, with Councilmembers Maloney, Crompton, and Harvell voting against, to adopt Ordinance No. 2021-4309, amending the Comprehensive Plan Future Land Use and Character Map from Suburban Commercial to Urban for approximately 10 acres, generally located at 1660 Graham Road. The motion carried.

9.6. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2021-4310 amending Appendix A, “Unified Development Ordinance,” Article 4, “Zoning Districts,” Section 4.2 “Official Zoning Map,” of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from R Rural to PDD Planned

Development District on approximately 10 acres of land generally located at 1660 Graham Road.

Crissy Hartl and Veronica Morgan, Mitchell and Morgan, came before council representing the applicant and spoke in favor of items 9.4 and 9.5.

Mary Elizabeth Herring, the applicant, urged the Council to vote in favor of the rezoning and PDD.

John Huffman, Developer, College Station, came before Council to state that the concerns the Dove Crossing residents have expressed to him and what they have expressed to council are contradictory. He stated that they have in good faith addressed all of their concerns.

At approximately 9:57 p.m., Mayor Mooney opened the Public Hearing.

Kyle Bryant (group), College Station, came before council to reiterate his opposition and to inform council that the developer has not come close to meeting their requests. They had 11 requests, 1 item was granted, 1 item was met halfway, and the other 8 were denied.

Diane Cahill Bedford, College Station, came before Council in opposition and expressed that the developer has not tried to communicate or listen to the residents and their concerns. She believes that the Council should support the residents, not the developer.

Matt Shipley, College Station, came before council in opposition of the rezoning. He reiterated that the developer does not want to work with the people and urged council to vote against the rezoning.

Amber Schafnitz-Sherman, College Station, came before council in opposition to the rezoning. She wants the neighborhood to be safe for children and is not opposed to families living in the development but is in opposition of college students living there.

Andrew Spellman, College Station, came before council voice his opinion that the covenants and current zoning around Dove Crossing is the reason why the residents purchased and move in the area.

Catherine Higgins, College Station, came before council in opposition of the rezoning. She has attended many of the community meetings and a majority of community members do not find the proposed rezoning in the community's best interest.

Linda Lee, College Station, came before council to say she does not feel the developer wants to approve work with the requests of the Dove Crossing residents.

Zac Johnson, Burleson, TX, A&M graduate, came before council to express that he does not feel the rezoning is a benefit to the community.

Mary Estes, College Station, came before council in opposition and to express her concerns related to the additional traffic that the development will create.

Randall Mason, College Station, believes this townhome development seems more like apartments and feels the development will lower the property values in Dove Crossing.

Jack Rodden, College Station, came before council and asked council to focus on neighborhood integrity and listen to the residents. He also spoke in support of Councilmember Maloney describing him as one of the neighborhoods strongest supporters in the community.

Matthew Stewart, Developer, College Station, stated that his development has merit, and has gone above and beyond to accommodate residents. He believes his development is beneficial for the community.

There being no further comments, the Public Hearing was closed at 10:54 p.m.

MOTION: Upon a motion made by Mayor Mooney and a second by Councilmember Maloney, the City Council voted six (6) for and one (1) opposed, with Councilmember Cunha voting against, to deny Ordinance No. 2021-4310, amending Appendix A, "Unified Development Ordinance," Article 4, "Zoning Districts," Section 4.2 "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from R Rural to PDD Planned Development District on approximately 10 acres of land generally located at 1660 Graham Road. The motion carried.

9.7. Presentation, discussion, and possible action on a Resolution setting a tentative schedule for a 2022 bond election and the creation of a 2022 Bond Citizen Advisory Committee.

Bryan Woods, City Manager, stated that the City Council has expressed interest in a bond election in 2022 for infrastructure and facility capital improvement projects. Staff has developed a preliminary schedule of activities and tasks that must be accomplished prior to the election. The schedule includes meetings with Council appointed boards and commissions and meetings with the community at-large. At the end of this process, there will be a final list of recommended projects for Council to consider before the ballot language is adopted. Mr. Woods explained that one of the first tasks in the process is the creation of a City Council appointed citizen advisory committee to help identify and prioritize potential projects. As part of this presentation staff outlined the bond election process, tentative schedule, and proposed citizen advisory committee make-up.

Staff is recommending that the Council create a committee that will consider transportation, parks, and facilities projects.

MOTION: Upon a motion made by Councilmember Harvell and a second by Councilmember Nichols, the City Council voted seven (7) for and none (0) opposed, to adopt Resolution No. 10-28-21-9.7, setting a tentative schedule for a 2022 bond election and the creation of a 2022 Bond Citizen Advisory Committee. The motion carried unanimously.

9.8. Presentation, discussion, and possible action on the creation of a committee to update the book detailing the history of the City of College Station.

Bryan Woods, City Manager, stated that "A History of the City of College Station," was written by Deborah Lynn Balliew, was published in 1989 and highlighted College Station during the period of 1938 (the year of its incorporation) through 1988. On August 12, 2021, Council requested that an item be presented to Council regarding the formation of a committee to review the existing literature and examine steps toward updating that history from 1989-onward. Mr. Woods discussed the possibility of creating a committee to update the book detailing the history of this City.

The costs may be determined later based on the direction of Council along with suggestions from a committee formed to address the recent history of the city.

A consensus of Council recommended the creation of the committee and the appointment of Councilmembers Harvell, Maloney, and Brick to that committee.

9.9. Presentation, discussion, and possible action regarding an appointment to the Joint Relief Funding Review Committee.

Ian Whittenton, Deputy City Secretary, stated that this item is to appoint to the Joint Relief Funding Review Committee due to a resignation. He informed the Council that staff would like to fill the position at this time to get a new member up to speed before they start meeting in January. Debbie Eller, Community Services, clarified the council that the appointment could wait until after November 29th.

A majority of Council directed staff to bring an appointment back after November 29, 2021.

10. Council Calendar

Council reviewed the calendar.

11. Items of Community Interest: The Council may receive reports from a Council Member or City Staff about items of community interest for which notice has not been given, including: expressions of thanks, congratulations or condolence; information regarding holiday schedules; honorary or salutary recognitions of a public official, public employee, or other citizen; reminders of upcoming events organized or sponsored by the City of College Station; information about a social, ceremonial or community event organized or sponsored by an entity other than the City of College Station that is scheduled to be attended by a Council Member, another city official or staff of the City of College Station; and announcements involving an imminent threat to the public health and safety of people in the City of College Station that has arisen after the posting of the agenda.

Councilmember Cunha recognized the Lisa Halpren and the great work she did while on the Joint Relief Funding Review Committee.

Councilmember Maloney also recognized Lisa Halpren and her work. He also attended the retirement reception of Officer Patterson and recognized his work.

12. Council Reports on Committees, Boards, and Commission: A Council Member may make a report regarding meetings of City Council boards and commissions or meetings of boards and committees on which a Council Member serves as a representative that have met since the last council meeting. (Committees listed in Coversheet)

Nothing to report at this time.

13. Future Agenda Items and Review of Standing List of Council Generated Future Agenda Items: A Council Member may make a request to City Council to place an item for which no

notice has been given on a future agenda or may inquire about the status of an item on the standing list of council generated future agenda items. A Council Member's or City Staff's response to the request or inquiry will be limited to a statement of specific factual information related to the request or inquiry or the recitation of existing policy in response to the request or inquiry. Any deliberation of or decision about the subject of a request will be limited to a proposal to place the subject on the agenda for a subsequent meeting.

Nothing to report at this time.

14. Adjournment.

There being no further business, Mayor Mooney adjourned the Meeting of the City Council at 11:50 p.m. on Thursday, October 28, 2021.

Karl Mooney, Mayor

ATTEST:

Tanya Smith, City Secretary

MINUTES OF THE CITY COUNCIL MEETING
VIA TELECONFERENCE
CITY OF COLLEGE STATION
NOVEMBER 11, 2021

STATE OF TEXAS §
 §
COUNTY OF BRAZOS §

Present:

Karl Mooney, Mayor

Council:

Bob Brick
John Crompton
Linda Harvell
Elizabeth Cunha
John Nichols
Dennis Maloney

City Staff:

Bryan Woods, City Manager
Jeff Capps, Deputy City Manager
Carla Robinson, City Attorney
Tanya Smith, City Secretary
Ian Whittenton, Deputy City Secretary

1. Call to Order and Announce a Quorum is Present.

With a quorum present, the Meeting of the College Station City Council was called to order by Mayor Mooney via In-Person and Teleconference at 4:00 p.m. on Thursday, November 11, 2021, in the Council Chambers of the City of College Station City Hall, 1101 Texas Avenue, College Station, Texas 77840.

2. REGULAR ITEMS

2.1. Presentation, discussion, and possible action of Ordinance No. 2021-4311 of the City Council of the City of College Station, Texas, canvassing returns and declaring results of the general and special election, held on November 2, 2021, for the purpose of electing a City Councilmember Place 4, a City Councilmember Place 6; and for the purpose of submitting proposed amendments to the City Charter. (Presentación, posible acción y discusión acerca de una ordenanza del consejo de la ciudad de College Station, Texas, para escrutar los resultados de los votos y declarando los resultados de las elecciones generales y especiales, celebrada el 2 de noviembre de 2021 con el propósito de elegir a un Miembro del Concejo Municipal, Lugar 4, un Miembro del Concejo Municipal, Lugar 6; y con el propósito de presentar enmiendas propuestas al Estatuto de la Ciudad.)

Tanya Smith, City Secretary, presented the results of the election to the Mayor and Council:

City Councilmember, Place 4 a three (3) year term:

Elizabeth Cunha	3,273
William Wright	2,545

With that Elizabeth Cunha received a majority of the votes is elected to serve as City Councilmember, Place 4 for a three (3) year term.

City Councilmember, Place 6 a three (3) year term:

Dennis Maloney	2,619
Marie-Anne Mousseau-Hollard	939
David Levine	2,198

There was not a majority of votes to serve for City Councilmember, Place 6. The two candidates with the higher votes will proceed to a runoff.

- Dennis Maloney
- David Levine

Proposition A:

Votes for Proposition A:	5,341
Votes against Proposition A:	647

Proposition B:

Votes for Proposition B:	5,293
Votes against Proposition B:	695

Proposition C:

Votes for Proposition C:	2,118
Votes against Proposition C:	3,749

Amendments to the City Charter in the Propositions A and B having been approved by a majority of the votes cast in the election and shall take effect from and after the effective date of this ordinance. Amendment to the City Charter in the Proposition C having failed with not a majority of votes cast in the election.

MOTION: Upon a motion made by Councilmember Nichols and a second by Councilmember Brick, the City Council voted seven (7) for and none (0) opposed, to adopt Ordinance No. 2021-4311, canvassing returns and declaring results of the general and special election, held on November 2, 2021, for the purpose of electing a City Councilmember Place 4, a City Councilmember Place 6; and for the purpose of submitting proposed amendments to the City Charter. The motion carried unanimously.

2.2. Issuance of Certificates of Election to elected City Council Member Place 4; and administer Oaths of Office. (Entrega de los Certificados de las Elecciones a los Miembros del Consejo elegidos para los puestos número 4 ; y administrar los Juramentos al Cargo.)

Judge Spillane administered the oath of office to Elizabeth, Councilmember, Place 4.

There was not a majority of votes to serve for City Councilmember, Place 6. The two candidates with the higher votes will proceed to a runoff.

2.3. Presentation, discussion, and possible action on Ordinance No. 2021-4312 ordering a Runoff Election to be held on December 14, 2021 for the purpose of electing a City Council Member, Place 6, and an interlocal government agreement with Brazos County for the conduct and management of the City of College Station Runoff Election. (Presentación, posible acción, y discusión sobre una ordenanza que ordena una elección de la segunda vuelta que se celebrará el 14 de diciembre de 2021 con el propósito de elegir a un miembro del Concejo Municipal, Lugar 6, y un acuerdo de gobierno Interlocal con el Condado de Brazos para la conducta y el manejo de la Elección de la Segunda Vuelta de la Cuidad de College Station.)

Tanya Smith, City Secretary, explained that due to the November 2, 2021, Election no candidates that received a majority of the votes to serve as City Councilmember, Place 6. This will require a runoff election of the two candidates receiving the highest votes, that will be set with this ordinance on December 14, 2021. She also explained that by law a runoff must be held within 45 days after canvassing. The estimate cost for this Runoff Election is approximately \$40,000, for two polling locations for Early Voting and three polling locations for Election Day. This cost does not include the publications, the cost for elections workers or other supplies that might be needed.

MOTION: Upon a motion made by Mooney and a second by Councilmember Brick, the City Council voted seven (7) for and none (0) opposed, to adopt Ordinance No. 2021-4312, ordering a Runoff Election to be held on December 14, 2021 for the purpose of electing a City Council Member, Place 6, and an interlocal government agreement with Brazos County for the conduct and management of the City of College Station Runoff Election. The motion carried unanimously.

2.4. Presentation, discussion, and possible action regarding Ordinance No. 2021-4313 consenting to and extending the Mayor's renewal of a disaster declaration due to public health emergency.

Bryan Woods, City Manager, stated that on November 8, 2021, the Mayor of College Station issued a proclamation pursuant to §418.014 of the Texas Government Code renewing the state of disaster proclaimed by the Mayor on March 17, 2020, April 21, 2020, May 22, 2020, June 22, 2020, July 22, 2020, August 21, 2020, September 21, 2020, October 20, 2020, November 20, 2020, December 7, 2020, January 8, 2021, February 8, 2021, March 8, 2021, April 6, 2021, May 7, 2021, June 7, 2021, July 2, 2021, August 6, 2021, September 6, 2021, and October 7, 2021. The conditions necessitating the declaration of a state of disaster and mayoral orders continue to exist. The Council needs to consent to and approve the Mayor's Disaster Declaration renewal.

MOTION: Upon a motion made by Councilmember Harvell and a second by Councilmember Nichols, the City Council voted seven (7) for and none (0) opposed, to adopt Ordinance No. 2021-4313, consenting to and extending the Mayor's renewal of a disaster declaration due to public health emergency. The motion carried unanimously.

3. Reception.

4. Adjournment.

There being no further business, Mayor Mooney adjourned the Meeting of the City Council at 4:14 p.m. on Thursday, November 11, 2021.

Karl Mooney, Mayor

ATTEST:

Tanya Smith, City Secretary

November 22, 2021

Item No. 8.2.

Presentation, possible action and discussion on approving Renewal number two (2) of an annual contract for gasoline and diesel fuel (Contract #20300031) with Fikes Wholesale Inc. (Temple, TX) for the amount of \$1,400,000.00.

Sponsor: Mary Ellen Leonard, Director of Fiscal Services

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on approving renewal number two (2) of an annual contract for gasoline and diesel fuel with Fikes Wholesale Inc., for the amount of \$1,400,000.

Relationship to Strategic Goals:

Core Services and Infrastructure

Recommendation(s): Staff recommends award of contract renewal with Fikes Wholesale Inc., with annual estimated expenditures totaling \$1,400,000.00. Contingent upon Council approval, this contract renewal will be effective December 1, 2021 with firm fixed prices for profit and delivery, allowing the City to pay cost (which fluctuates) plus markup. This is the second of four (4) possible renewal options available.

Summary: July 2019, Texas A&M University formally solicited proposals for the purchase of gasoline and diesel fuel for itself and on behalf of multiple local agencies including: City of College Station, City of Bryan, Brazos County, Brazos Valley Solid Waste Management Agency (BVSWMA), College Station ISD, Bryan ISD and Herne ISD. Upon completion of the evaluation process, Fikes Wholesale Inc. was determined to be the highest-ranked supplier based on specified weighted selection criteria.

Budget & Financial Summary: Funds are available and budgeted in each fund. Expenses are charged to the appropriate fund/department as fuel is used.

Attachments:

1. Contract 20300031 Fikes Wholesale Inc. Ren2



CITY OF COLLEGE STATION
Home of Texas A&M University®

CONTRACT & AGREEMENT ROUTING FORM

CONTRACT#: 20300031R2 PROJECT#: N/A BID/RFP/RFQ#: TAMU

Project Name / Contract Description: Annual Term Contract for Gasoline and Diesel Fuel
for Multiple City departments and divisions as used.

Name of Contractor: Fikes Wholesale Inc.

CONTRACT TOTAL VALUE: \$ 1,400,000.00

Grant Funded ☐ Yes ☒ No
If yes, what is the grant number:

Debarment Check ☐ Yes ☐ No ☒ N/A

Davis Bacon Wages Used ☒ Yes ☐ No ☐ N/A

Section 3 Plan Incl. ☐ Yes ☐ No ☒ N/A

Buy America Required ☐ Yes ☐ No ☒ N/A

Transparency Report ☐ Yes ☐ No ☒ N/A

☐ **NEW CONTRACT** ☒ **RENEWAL #** 2 ☐ **CHANGE ORDER #** ☐ **OTHER**

BUDGETARY AND FINANCIAL INFORMATION (Include number of bids solicited, number of bids received, funding source, budget vs. actual cost, summary tabulation)

This is the second of four (4) possible renewal options available on this contract for fuel to various city departments. Funds are charged to the appropriate fund/departments as fuel is used and are available and budgeted in each departments funds. This contract renewal is for a not to exceed amount of \$1,400,000 annually.

CRC Approval Date*: N/A *(If required)** **Council Approval Date*:** 11/22/21 **Agenda Item No*:**

--Section to be completed by Risk, Purchasing or City Secretary's Office Only--

Insurance Certificates: **Performance Bond:** N/A **Payment Bond:** N/A **Info Tech:** N/A

SIGNATURES RECOMMENDING APPROVAL

DEPARTMENT DIRECTOR/ADMINISTERING CONTRACT

DATE

LEGAL DEPARTMENT

DATE

ASST CITY MGR – CFO

DATE

APPROVED & EXECUTED

CITY MANAGER

DATE

N/A

MAYOR (if applicable)

DATE

N/A

CITY SECRETARY (if applicable)

DATE

Original(s) sent to CSO on _____

Scanned into Laserfiche on _____

Original(s) sent to Fiscal on _____



October 25, 2021

ATTN: David Drew
Fikes Wholesale Inc.
P.O. Box 1287
Temple, TX. 76503

**RE: Renewal 2, Contract No. 20300031
Annual Contract for Diesel Fuel and Gasoline**

Mr. Drew,

The City of College Station appreciates the products and services provided by Fikes Wholesale Inc. this past year. We would like to exercise our option to renew the above referenced agreement for the term of December 1, 2021, through November 30, 2022.

The estimated annual expenditure for this renewal term is \$1,400,000.00. This figure is based on historical fuel usage and costs for gasoline and diesel. The current contract has firm fixed prices for profit and delivery, allowing us to pay cost (which fluctuates) plus markup. This is the second renewal option available.

If this meets with your company's approval, please sign this renewal acceptance electronically via DocuSign. Contingent upon council approval, we will issue your company a new purchase order effective December 1, 2021, through November 30, 2022.

Sincerely,

Josie Urrutia
Josie Urrutia, CPPB
Buyer

PO Box 9960
1101 Texas Avenue
College Station, TX 77842

www.cstx.gov

RENEWAL ACCEPTANCE (2)

By signing herewith, I acknowledge and agree to renew Contract No. 20300031 an annual price contract for gasoline and diesel fuel in the amount of \$1,400,000.00 in accordance with all terms and conditions previously agreed to and accepted.

I understand this renewal term will be for the period beginning December 1, 2021, through November 30, 2022. This is the second renewal option available.

FIKES WHOLESALE INC.

By: _____
Printed Name: _____
Title: _____
Date: _____

CITY OF COLLEGE STATION

By: _____
City Manager
Date: _____

APPROVED:

City Attorney
Date: _____

Assistant City Manager/CFO
Date: _____



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
11/01/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER FEDERATED MUTUAL INSURANCE COMPANY HOME OFFICE: P.O. BOX 328 OWATONNA, MN 55060		CONTACT NAME: CLIENT CONTACT CENTER PHONE (A/C, No, Ext): 888-333-4949 FAX (A/C, No): 507-446-4664 E-MAIL ADDRESS: CLIENTCONTACTCENTER@FEDINS.COM	
INSURED FIKES WHOLESALE INC PO BOX 1287 TEMPLE, TX 76503-1287		INSURER(S) AFFORDING COVERAGE INSURER A: FEDERATED SERVICE INSURANCE COMPANY INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	
265-142-0		NAIC # 28304	

COVERAGES

CERTIFICATE NUMBER: 629

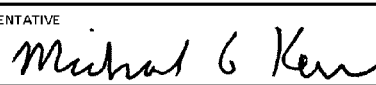
REVISION NUMBER: 2

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR	Y	Y	6047880	07/01/2021	07/01/2022	EACH OCCURRENCE
	DAMAGE TO RENTED PREMISES (Ea occurrence)						
	MED EXP (Any one person)						
	PERSONAL & ADV INJURY						
	GENERAL AGGREGATE						
GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PRO-JECT ☐ LOC							\$1,000,000
	OTHER:						\$100,000
							EXCLUDED
							\$1,000,000
							\$2,000,000
							\$2,000,000
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO	Y	Y	6047880	07/01/2021	07/01/2022	COMBINED SINGLE LIMIT (Ea accident)
	OWNED AUTOS ONLY						
	HIRE AUTOS ONLY						
	SCHEDULED AUTOS NON-OWNED AUTOS ONLY						
	PROPERTY DAMAGE (Per accident)						
						\$1,000,000	
A	☒ UMBRELLA LIAB ☒ OCCUR	Y	Y	6047884	07/01/2021	07/01/2022	EACH OCCURRENCE
	EXCESS LIAB ☐ CLAIMS-MADE						
	DED ☐ RETENTION						
						\$10,000,000	
						\$10,000,000	
A	☒ WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y / N ☐ N / A	Y	6047885	07/01/2021	07/01/2022	☒ PER STATUTE ☐ OTH-ER
	E.L. EACH ACCIDENT						
	E.L. DISEASE - EA EMPLOYEE						
	E.L. DISEASE - POLICY LIMIT						
						\$1,000,000	
						\$1,000,000	
						\$1,000,000	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
SEE ATTACHED PAGE

CERTIFICATE HOLDER**CANCELLATION**

265-142-0 CITY OF COLLEGE STATION PO BOX 9973 COLLEGE STATION, TX 77842-7973	629 2	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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ACORD 25 (2016/03)

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ADDITIONAL REMARKS SCHEDULE

Page 1 of 1

AGENCY FEDERATED MUTUAL INSURANCE COMPANY		NAMED INSURED FIKES WHOLESale INC PO BOX 1287 TEMPLE, TX 76503-1287
POLICY NUMBER SEE CERTIFICATE # 629.2		
CARRIER SEE CERTIFICATE # 629.2	NAIC CODE	EFFECTIVE DATE: SEE CERTIFICATE # 629.2

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

THE CERTIFICATE HOLDER IS AN ADDITIONAL INSURED ON GENERAL LIABILITY SUBJECT TO THE CONDITIONS OF THE ADDITIONAL INSURED - DESIGNATED PERSON OR ORGANIZATION ENDORSEMENT.

THE CERTIFICATE HOLDER IS A DESIGNATED INSURED ON BUSINESS AUTO LIABILITY SUBJECT TO THE CONDITIONS OF THE DESIGNATED INSURED FOR COVERED AUTOS LIABILITY COVERAGE.

INSURANCE PROVIDED BY THE GENERAL LIABILITY COVERAGE IS PRIMARY AND NONCONTRIBUTORY OVER OTHER INSURANCE.

INSURANCE PROVIDED BY THE BUSINESS AUTO LIABILITY IS PRIMARY AND NONCONTRIBUTORY OVER OTHER INSURANCE.

GENERAL LIABILITY CONTAINS A WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US (WAIVER OF SUBROGATION) - AUTOMATIC ENDORSEMENT

BUSINESS AUTO LIABILITY CONTAINS A WAIVER OF SUBROGATION IN FAVOR OF THE CERTIFICATE HOLDER SUBJECT TO THE CONDITIONS OF THE BLANKET WAIVER OF TRANSFER OF RIGHTS OF RECOVERY ENDORSEMENT.

WORKERS COMPENSATION CONTAINS A WAIVER OF SUBROGATION IN FAVOR OF THE CERTIFICATE HOLDER WHERE PERMITTED BY STATE STATUTE.

COMMERCIAL UMBRELLA FOLLOWS FORM ACCORDING TO THE TERMS, CONDITIONS, AND ENDORSEMENTS FOUND IN THE COMMERCIAL UMBRELLA POLICY.

BUSINESS AUTO COVERAGE INCLUDES POLLUTION LIABILITY VIA THE CA 99 48, POLLUTION LIABILITY - BROADENED COVERAGE FOR COVERED AUTOS.

BUSINESS AUTO POLICY INCLUDES THE MCS-90 ENDORSEMENT.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**PRIMARY AND NONCONTRIBUTORY -
OTHER INSURANCE CONDITION**

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

- A.** The following is added to the **Other Insurance Condition** in the Business Auto Coverage Form and the **Other Insurance - Primary And Excess Insurance Provisions** in the Motor Carrier Coverage Form and supersedes any provision to the contrary:
- This Coverage Form's Covered Autos Liability Coverage is primary to and will not seek contribution from any other insurance available to an "insured" under your policy provided that:
1. Such "insured" is a Named Insured under such other insurance; and
 2. You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to such "insured".
- B.** The following is added to the **Other Insurance Condition** in the Auto Dealers Coverage Form and supersedes any provision to the contrary:
- This Coverage Form's Covered Autos Liability Coverage and General Liability Coverages are primary to and will not seek contribution from any other insurance available to an "insured" under your policy provided that:
1. Such "insured" is a Named Insured under such other insurance; and
 2. You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to such "insured".

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**DESIGNATED INSURED FOR
COVERED AUTOS LIABILITY COVERAGE**

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

This endorsement identifies person(s) or organization(s) who are "insureds" for Covered Auto Liability Coverage under the Who Is An Insured provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage Form.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

Named Insured: FIKES WHOLESALE INC

Endorsement Effective: 07-01-2021

SCHEDULE

Name of Person(s) Or Organization(s):

CITY OF COLLEGE STATION
PO BOX 9973
COLLEGE STATION TX 77842

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Each person or organization shown in the Schedule is an "insured" for Covered Autos Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Paragraph **A.1.** of Section **II** - Covered Autos Liability Coverage in the Business Auto and Motor Carrier Coverage Forms and Paragraph **D.2.** of Section **I** - Covered Autos Coverages of the Auto Dealers Coverage Form.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**POLLUTION LIABILITY - BROADENED COVERAGE
FOR COVERED AUTOS - BUSINESS AUTO AND
MOTOR CARRIER COVERAGE FORMS**

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

A. Covered Autos Liability Coverage is changed as follows:

1. Paragraph **a.** of the **Pollution** Exclusion applies only to liability assumed under a contract or agreement.
2. With respect to the coverage afforded by Paragraph **A.1.** above, Exclusion **B.6. Care, Custody Or Control** does not apply.

B. Changes In Definitions

For the purposes of this endorsement, Paragraph **D.** of the **Definitions** Section is replaced by the following:

- D.** "Covered pollution cost or expense" means any cost or expense arising out of:
1. Any request, demand, order or statutory or regulatory requirement that any "insured" or others test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of "pollutants"; or
 2. Any claim or "suit" by or on behalf of a governmental authority for damages because of testing for, monitoring, cleaning up, removing, containing, treating, detoxifying or neutralizing, or in any way responding to or assessing the effects of "pollutants".

"Covered pollution cost or expense" does not include any cost or expense arising out of the actual, alleged or threatened discharge, dispersal, seepage, migration, release or escape of "pollutants":

- a. Before the "pollutants" or any property in which the "pollutants" are contained are moved from the place where they are accepted by the "insured" for movement into or onto the covered "auto"; or
- b. After the "pollutants" or any property in which the "pollutants" are contained are moved from the covered "auto" to the place where they are finally delivered, disposed of or abandoned by the "insured".

Paragraphs **a.** and **b.** above do not apply to "accidents" that occur away from premises owned by or rented to an "insured" with respect to "pollutants" not in or upon a covered "auto" if:

- (1) The "pollutants" or any property in which the "pollutants" are contained are upset, overturned or damaged as a result of the maintenance or use of a covered "auto"; and
- (2) The discharge, dispersal, seepage, migration, release or escape of the "pollutants" is caused directly by such upset, overturn or damage.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET WAIVER OF TRANSFER OF RIGHTS OF RECOVERY

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE PART

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

In the event of any payment for a loss under this Business Auto Coverage Part arising out of your ongoing operations, we agree to waive our rights under the TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US condition against any person or organization, its subsidiaries, directors, agents or employees, for which you have agreed by written contract, prior to the occurrence of any loss, to waive such rights, except when the payment results from the sole negligence of that person or organization, its subsidiaries, directors, agents or employees.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**PRIMARY AND NONCONTRIBUTORY -
OTHER INSURANCE CONDITION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
LIQUOR LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

The following is added to the **Other Insurance** Condition and supersedes any provision to the contrary:

Primary And Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

- (1) The additional insured is a Named Insured under such other insurance; and

- (2) You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED - DESIGNATED
PERSON OR ORGANIZATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):	DESCRIPTION OF INTEREST IF APPLICABLE:
CITY OF COLLEGE STATION PO BOX 9973 COLLEGE STATION TX 77842	ANY COVERAGE PROVIDED BY THIS ENDORSEMENT APPLIES ONLY TO THE DELIVERY OF FUEL TO CERTIFICATE HOLDER LOCATIONS IN TEXAS.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. Section II - Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

1. In the performance of your ongoing operations; or
2. In connection with your premises owned by or rented to you.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

FIKES WHOLESALE INC
PO BOX 1287
TEMPLE TX 76503

B. With respect to the insurance afforded to these additional insureds, the following is added to Section III - Limits Of Insurance:

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable limits of insurance;

whichever is less.

This endorsement shall not increase the applicable limits of insurance.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**WAIVER OF TRANSFER OF RIGHTS OF RECOVERY
AGAINST OTHERS TO US (WAIVER OF SUBROGATION) -
AUTOMATIC**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
ELECTRONIC DATA LIABILITY COVERAGE PART
LIQUOR LIABILITY COVERAGE PART
POLLUTION LIABILITY COVERAGE PART DESIGNATED SITES
POLLUTION LIABILITY LIMITED COVERAGE PART DESIGNATED SITES
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART
RAILROAD PROTECTIVE LIABILITY COVERAGE PART
UNDERGROUND STORAGE TANK POLICY DESIGNATED TANKS

The following is added to Paragraph **8. Transfer Of Rights Of Recovery Against Others To Us** of **Section IV - Conditions**:

We waive any right of recovery against any person or organization, because of any payment we make under this Coverage Part, to whom the insured has waived its right of recovery in a written contract or agreement. Such waiver by us applies only to the extent that the insured has waived its right of recovery against such person or organization prior to loss.

**ENDORSEMENT FOR
MOTOR CARRIER POLICIES OF INSURANCE FOR PUBLIC LIABILITY
UNDER SECTIONS 29 AND 30 OF THE MOTOR CARRIER ACT OF 1980**

Issued to FIKES WHOLESALE INC of TEMPLE TX
 Dated at Owatonna, MN 55060 this 29th day of July, 20 21
 Amending Policy No 6047880 Effective Date 07-01-2021
 Name of Insurance Company FEDERATED SERVICE INSURANCE COMPANY

Countersigned by Sean Pick
 Authorized Company Representative

The policy to which this endorsement is attached provides primary or excess insurance, as indicated by "[X]", for the limits shown:

- ☒ This insurance is primary and the company shall not be liable for amounts in excess of \$ \$1,000,000 for each accident.
- ☐ This insurance is excess and the company shall not be liable for amounts in excess of \$ _____ for each accident in excess of the underlying limit of \$ _____ for each accident.

Whenever required by the Federal Motor Carrier Safety Administration (FMCSA), the company agrees to furnish the FMCSA a duplicate of said policy and all its endorsements. The company also agrees, upon telephone request by an authorized representative of the FMCSA, to verify that the policy is in force as of a particular date. The telephone number to call is: 888-333-4949.

Cancellation of this endorsement may be effected by the company of the insured by giving (1) thirty-five (35) days notice in writing to the other party (said 35 days notice to commence from the date the notice is mailed, proof of mailing shall be sufficient proof of notice), and (2) if the insured is subject to the FMCSA's registration requirements under 49 U.S.C. 13901, by providing thirty (30) days notice to the FMCSA (said 30 days notice to commence from the date the notice is received by the FMCSA at its office in Washington, D.C.).

DEFINITIONS AS USED IN THIS ENDORSEMENT

Accident includes continuous or repeated exposure to conditions which results in bodily injury, property damage, or environmental damage which the insured neither expected nor intended.

Motor Vehicle means a land vehicle, machine, truck, tractor, trailer, or semitrailer propelled or drawn by mechanical power and used on a highway for transporting property, or any combination thereof.

Bodily Injury means injury to the body, sickness, or disease to any person, including death resulting from any of these.

Property Damage means damage to or loss of use of tangible property.

Environmental Restoration means restitution for the loss, damage, or destruction of natural resources arising out of the accidental discharge, dispersal, release or escape into or upon the land, atmosphere, watercourse, or body of water, of any commodity transported by a motor carrier. This shall include the cost of removal and the cost of necessary measures taken to minimize or mitigate damage to human health, the natural environment, fish, shellfish, and wildlife.

Public Liability means liability for bodily injury, property damage, and environmental restoration.

The insurance policy to which this endorsement is attached provides automobile liability insurance and is amended to assure compliance by the insured, within the limits stated herein, as a motor carrier of property, with Sections 29 and 30 of the Motor Carrier Act of 1980 and the rules and regulations of the Federal Motor Carrier Safety Administration (FMCSA).

In consideration of the premium stated in the policy to which this endorsement is attached, the insurer (the company) agrees to pay, within the limits of liability described herein, any final judgment recovered against the insured for public liability resulting from negligence in the operation, maintenance or use of motor vehicles subject to the financial responsibility requirements of Section 29 and 30 of the Motor Carrier Act of 1980 regardless of whether or not each motor vehicle is specifically described in the policy and whether or not such negligence occurs on any route or in any territory authorized to be served by the insured or elsewhere. Such insurance as is afforded, for public liability, does not apply to injury to or death of the insured's employees while engaged in the course of their employment, or property transported by the insured, designated as cargo. It is understood and agreed that no condition, provision, stipulation, or limitation contained in the policy, this endorsement, or any other endorsement thereon, or violation thereof, shall relieve the company from liability or from the payment

of any final judgment, within the limits of liability herein described, irrespective of the financial condition, insolvency or bankruptcy of the insured. However, all terms, conditions, and limitations in the policy to which the endorsement is attached shall remain in full force and effect as binding between the insured and the company. The insured agrees to reimburse the company for any payment made by the company on account of any accident, claim, or suit involving a breach of the terms of the policy, and for any payment that the company would not have been obligated to make under the provisions of the policy except for the agreement contained in this endorsement.

It is further understood and agreed that, upon failure of the company to pay any final judgment recovered against the insured as provided herein, the judgment creditor may maintain an action in any court of competent jurisdiction against the company to compel such payment.

The limits of the company's liability for the amounts prescribed in this endorsement apply separately to each accident and any payment under the policy because of any one accident shall not operate to reduce the liability of the company for the payment of final judgments resulting from any other accident.

THE SCHEDULE OF LIMITS SHOWN ON THE REVERSE SIDE DOES NOT PROVIDE COVERAGE. The limits shown in the schedule are for information purposes only.

**SCHEDULE OF LIMITS
PUBLIC LIABILITY**

Type of carriage	Commodity transported	Jan. 1, 1985
(1) For-hire (In interstate or foreign commerce, with a gross vehicle weight rating of 10,000 or more pounds).	Property (nonhazardous)	\$750,000
(2) For-hire and Private (In interstate, foreign or intrastate commerce, with a gross vehicle weight rating of 10,000 or more pounds).	Hazardous substances as defined in 49 CFR 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Divisions 1.1., 1.2, and 1.3 materials. Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; in bulk Division 2.1 or 2.2; or highway route controlled quantities of a Class 7 material, as defined in 49 CFR 173.403	\$5,000,000
(3) For-hire and Private (In interstate or foreign commerce, in any quantity, or in intrastate commerce, in bulk only; with a gross vehicle weight rating of 10,000 or more pounds).	Oil listed in 49 CFR 172.101; hazardous waste, hazardous materials, and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in (2) above or (4) below.	\$1,000,000
(4) For-hire and Private (In interstate or foreign commerce, with a gross vehicle weight rating of less than 10,000 pounds).	Any quantity of Division 1.1, 1.2, or 1.3 material; any quantity of a Division 2.3, Hazard Zone A, or Division 6.1, Packing Group I, Hazard Zone A material; or highway route controlled quantities of a Class 7 material as defined in 49 CFR 173.403.	\$5,000,000

WORKERS COMPENSATION AND EMPLOYERS LIABILITY INSURANCE POLICY

TEXAS WAIVER OF OUR RIGHT TO RECOVER
FROM OTHERS ENDORSEMENT

This endorsement, effective on 07/01/2021 at 12:01 A.M. standard time, forms a part of

Policy No. 6047885

Issued to Fikes Wholesale Inc

Issued by Federated Service Insurance Company

Endorsement No. 12

Authorized Representative

This endorsement applies only to the insurance provided by the policy because Texas is shown in item 3.A. of the Information Page.

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule, but this waiver applies only with respect to bodily injury arising out of the operations described in the Schedule where you are required by a written contract to obtain this waiver from us.

This endorsement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

The premium for this endorsement is shown in the Schedule.

Schedule

1. ☒ Specific Waiver

Name of person or organization:

City of College Station

PO Box 9973

College Station, TX 77842-7973

☐ Blanket Waiver

Any person or organization for whom the Named Insured has agreed by written contract to furnish this waiver.

2. Operations:

3. Premium:

The premium charge for this endorsement shall be 0 percent of the premium developed on payroll in connection with work performed for the above person(s) or organization(s) arising out of the operations described.

4. Advance Premium: **Included**

Delivery of Fuel to Certificate Holder Locations in TX

November 22, 2021

Item No. 8.3.

Francis Drive Rehabilitation Phase III Professional Services Contract

Sponsor: Emily Fisher, Assistant Director of Public Works

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action regarding a professional services contract with Kimley Horn & Associates in the amount of \$279,750 for the design of the Francis Drive Rehabilitation Phase III project.

Relationship to Strategic Goals:

1. Core Services and Infrastructure
2. Improving Mobility

Recommendation(s): Staff recommends approval.

Summary: The Francis Drive Rehabilitation Phase 3 project will reconstruct Francis Drive from Walton Drive to Texas Avenue similar to what has already been completed from Walton to Glenhaven Drive. The project will also include the addition and replacement of storm sewer and sidewalks. Kimley Horn & Associates was the design consultant for the previous two phases.

Budget & Financial Summary: A budget of \$2,050,000 is included for this project in the Streets Capital Improvement Projects Fund. A total of \$273 has been expended or committed to date, leaving a balance of \$2,049,727 for this contract and future costs.

Attachments:

1. Francis 3 location map
2. Pages from francis 3 design contract

Project Location : Francis Drive Rehabilitation Project Phase III

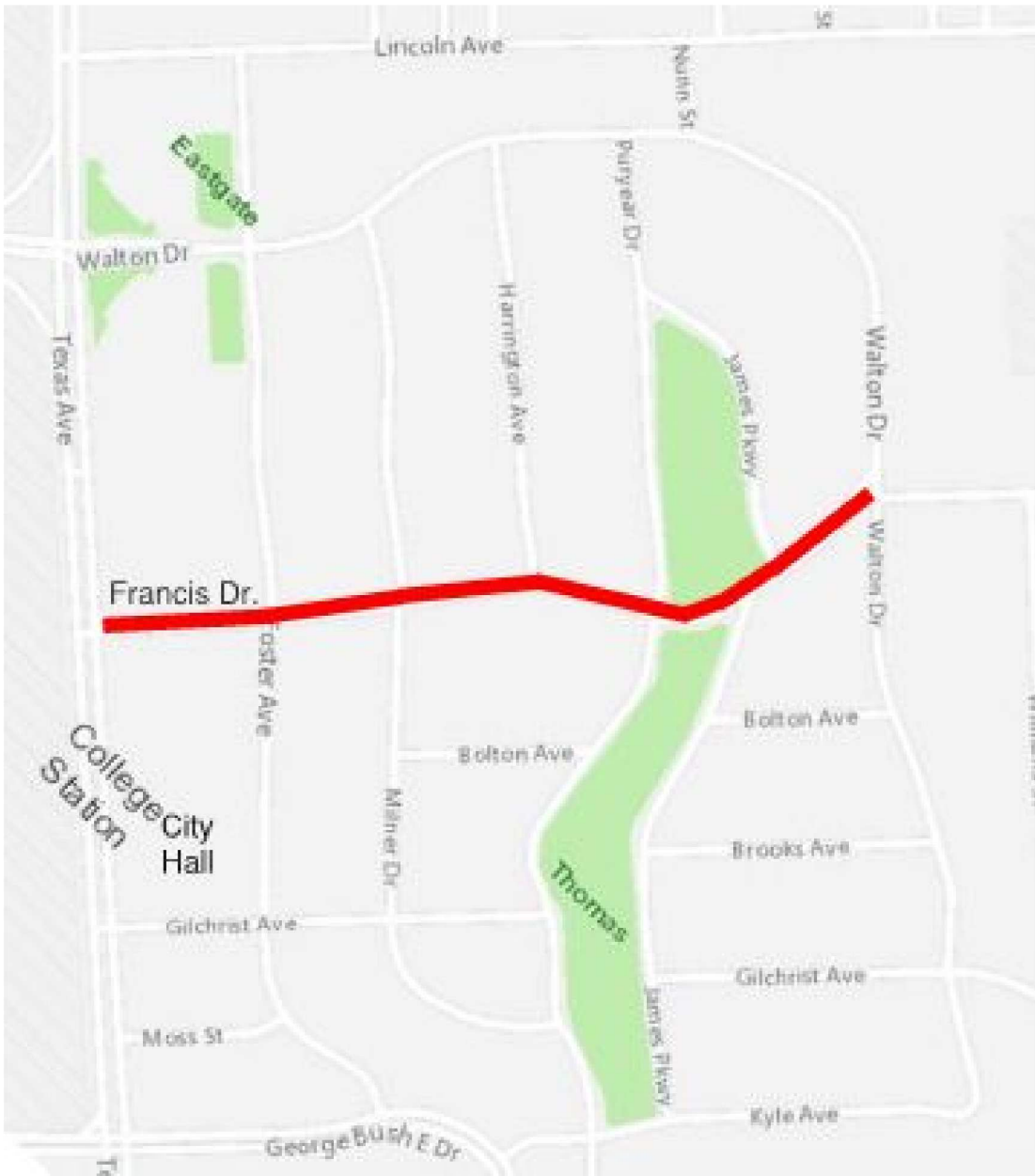


EXHIBIT "A"
SCOPE OF SERVICES
FRANCIS DRIVE REHABILITATION PHASE III

Kimley-Horn and Associates, Inc. (the "Consultant") is pleased to submit this Scope of Services to the City of College Station (the "City") to provide professional services for the above referenced project. Our project understanding and scope of services are below.

PROJECT UNDERSTANDING

The project involves the reconstruction of Francis Drive from Texas Avenue to Walton Drive. This phase of design of approximately 2,400 linear feet of improvements. These improvements will include removal and replacement of the existing roadway pavement, and construction of an 8' sidewalk along the southern side of the roadway. Modification and/or replacement of the existing storm sewer system will be included as required to meet current City design standard. Design will include reconstruction of the intersection at Walton and Francis.

This project does not include the design of water and sanitary sewer improvements. Water and sanitary sewer upgrades have previously been performed by the City in this area.

Basis of Scope and Fee Development

The following key assumptions have been made in establishing the scope and the estimated level of effort for this project:

1. Prior to initiating preliminary engineering, City shall provide Consultant record drawings and utility maps for its existing facilities (storm drainage, potable water and sanitary sewer) within and along the project corridor.
2. City shall acquire any ROW and easements required.
3. Electrical and franchise utility relocation design is not included.
4. Landscape, hardscape, lighting, and irrigation design is not included.

SCOPE OF SERVICES

Consultant offers the following Scope of Services based upon what we currently anticipate may be required. Design tasks are defined below for the type of work that is anticipated.

TASK SUMMARY

1. Project Management

- 1.1. Plan and participate in a Project Kickoff Meeting with City staff to confirm project scope, personnel, lines of communication, and schedule
- 1.2. Project Status Meetings
 - 1.2.1 Conduct up to six (6) project status meetings with the City, 2 at 30%, 2 at 60% and 2 at 90%, to review the development of the project and for project coordination
 - 1.2.2 Prepare Agendas & Attendance Log for meetings; minutes, including discussion and action items for review and distribution
- 1.3. Project Administration
 - 1.3.1 Prepare project correspondence
 - 1.3.2 Prepare invoicing documents
 - 1.3.3 Maintain and update project schedule
- 1.4. Quality Assurance/Quality Control (QA/QC)
 - 1.4.1 Establish quality control procedures for the project
 - 1.4.2 Assign QA/QC Manager and Peer Review Roles
 - 1.4.3 Perform quality control reviews for the following submittals:
 - (30%) Design Submittal

- (60%) Design Submittal
- (90%) Design Submittal
- Bid Document Submittal

2. Public Involvement

- 2.1. Participate in a City facilitated public involvement meetings with City staff and local residents to present the project and receive input regarding issues and concerns.
 - 2.1.1 Meetings will be held at the following project milestones:
 - Pre-design
 - After final Bid Document submittal or prior to start of construction
- 2.2. Prepare exhibits or plans for meetings in the form of roll plot plans, cross section exhibits, and aerial plots. Exhibits may also include rendered perspective views of the proposed corridor.
- 2.3. Prepare and issue summary notes from the meeting via email to the Client.

3. Preliminary Investigation

- 3.1. Data Collection and Record Research

Consultant shall request all available record information along the proposed project corridor from the City, franchise utilities and other agencies with facilities within the project corridor.

 - 3.1.1 Gather existing survey and topographic data
 - 3.1.2 Gather existing aerial photographs
 - 3.1.3 Gather existing water, sanitary sewer and storm sewer record drawings
 - 3.1.4 Gather existing and proposed paving, utility and development plans from City, and franchise utilities.
 - 3.1.5 Gather existing development plans
 - 3.1.6 Gather existing plat information
 - 3.1.7 Collect property owner and record information
 - 3.1.8 Gather existing and proposed right-of-way and easement information
 - 3.1.9 Gather existing franchise utility record information
 - 3.1.10 Obtain the City of College Station Wastewater Model from the City
- 3.2. Site Investigation
 - 3.2.1 Walk alignment corridor
 - 3.2.2 Document alignment corridor with photographs
 - 3.2.3 Identify potential alignments, conflicts and issues
- 3.3. Data Review with City
 - 3.3.1 Meet with City to review accuracy of record information

4. Design Survey

- 4.1. Utility and Property Owner Coordination
 - 4.1.1 Coordinate with DIG TESS to locate and mark existing franchise and public utilities prior to performing the field survey
 - 4.1.2 Prepare a notification to residents regarding survey of right-of-way and driveways on private property.
- 4.2. Topographic Survey
 - 4.2.1 The limits of the survey shall be as follows:
 - Limits shall be approximately 2,400 linear feet from the intersection of Texas Avenue to the intersection of Walton Drive.
 - Walton Drive approximately 300' north and 150' south of Francis Drive.
 - Survey will include back of curbs, sidewalks, centerline of roadway, storm sewer and visible utilities.
 - 4.2.2 Set control points (X,Y,Z) on the ground based on City of College Station monumentation.
 - 4.2.3 Prepare topographic design survey of the right-of-way showing existing visible elements and cross-sections at 50 foot intervals and major breaks.
 - 4.2.4 Survey existing driveways outside right-of-way limits for grade tie in elevations.
 - 4.2.5 Survey flow lines of sanitary and storm manholes and storm culverts.

- 4.2.6 Prepare a final topographic drawing in digital format (including one foot contours and breaklines) showing the features located in the field as well as right-of-way strip map information in accordance with the City of College Station Mapping Requirements dated May 2010, an ASCII coordinate file of the points located in the field, and a hard copy of the coordinates and feature descriptions
- 4.2.7 Survey data will be incorporated into previous survey prepared for the Eastgate Neighborhood Utility Rehabilitation project.

5. Geotechnical Investigation

- 5.1. Perform a geotechnical analysis of the site utilizing a qualified geotechnical laboratory to determine and characterize subsurface conditions and make recommendations regarding subgrade preparation, pavement design guidelines, backfill, embedment, compaction and conditions related to groundwater control. The geotechnical analysis shall include the following:
 - 5.1.1 Subsurface exploration including the following:
 - 4 borings to a depth of 15 feet
 - 5.1.2 Laboratory tests for classification purposes and strength characteristics
 - 5.1.3 Engineering services that address soil and groundwater conditions as well as recommendations for paving, bedding and earthwork
- 5.2. A geotechnical report will be furnished by the geotechnical engineer to present the results of the field and laboratory data as well as analyses and recommendations. Two (2) hard copies and one electronic copy of the report will be provided by the geotechnical engineer. The data contained in the geotechnical report will be made available to contractors during the bidding process for information purposes

6. Schematic Roadway Design (30%)

- 6.1. Field verification of survey and base map
- 6.2. Document design criteria chart (coordinate with City staff at the project kick-off meeting)
 - 6.2.1 Design speed (35 MPH)
 - 6.2.2 Pavement design parameters
 - 6.2.3 Horizontal alignment design criteria
 - 6.2.4 Vertical alignment design criteria
 - 6.2.5 Typical section requirements (lane, median, and sidewalk widths, etc.)
 - 6.2.6 Intersection design criteria
 - 6.2.7 Driveway design criteria
 - 6.2.8 Sidewalk and ramp design details
- 6.3. Meet with City staff to review and obtain direction on the preferred horizontal layout and typical sections
- 6.4. Schematic Roadway Design
 - 6.4.1 Prepare a roll plot format schematic exhibit for the corridor
 - 6.4.2 Establish roadway centerline and horizontal layout
 - 6.4.3 Prepare roadway vertical alignment
 - 6.4.4 Prepare transition plans to tie to the existing roadways
 - 6.4.5 Develop the project sewer shed service area map.
 - 6.4.6 Perform calculations to determine sewer flows and required pipe sizing.
 - 6.4.7 Prepare a plan view layout for water and sanitary sewer alignments
 - 6.4.8 Prepare a plan view layout for storm sewer alignments.
 - 6.4.9 Prepare typical sections
- 6.5. Compile and prepare an opinion of probable construction cost, in accordance with AACE standards, for the entire project using recent average unit bid prices which are representative of similar types of construction in the local area
- 6.6. Schematic design submittal (30%)
 - 6.6.1 Submit up to three (3) hard copies, if requested, and one electronic copy to the City for review and comment
 - 6.6.2 Submittal shall include the following:
 - Schematic design plans in roll plot format
 - Opinion of probable construction cost in accordance with AACE standards

- 6.7. Review Meeting
6.7.1 Attend one (1) meeting with City staff to review the schematic design comments.

7. Preliminary Roadway Design (60%)

- 7.1. Meet with City staff to review public meeting comments and obtain direction for the proposed preliminary design (60%).
- 7.2. Preliminary Roadway Design
- 7.2.1 Prepare a preliminary roadway vertical alignment
 - 7.2.2 Prepare a preliminary transition plans to tie to the existing roadways
 - 7.2.3 Prepare plans for sidewalk and ramp design
 - 7.2.4 Prepare typical sections
 - Existing and Proposed
 - Preliminary subgrade and pavement design
 - 7.2.5 Traffic Control Concept Plans
 - Prepare traffic control and sequencing narrative
 - Prepare cross sections for construction traffic control phasing
 - Prepare conceptual traffic control plans showing construction phasing
 - 7.2.6 Pavement Markers and Striping Plans
 - Prepare pavement markers and striping layouts in accordance with City design standards and the Texas Manual of Uniform Traffic Control Devices (TMUTCD)
 - Prepare details to clarify intent of design
 - Compile applicable City standard details. Modify standard details as needed
 - Signing layout and design
- 7.3. Preliminary Drainage Design
- 7.3.1 Compile the hydrological and hydraulic data
 - 7.3.2 Develop the project drainage area map
 - 7.3.3 Determine conveyance paths, channel slopes, time of concentration, and runoff coefficients as required to calculate design-year flows
 - 7.3.4 Analyze the existing and proposed drainage improvements required to accommodate the new roadway. Evaluate the need for any additional offsite drainage improvements and report to the City. The design of any additional offsite drainage improvements (if required) will be considered as Additional Services. Additional Services shall be performed only upon written authorization of the City.
 - 7.3.5 Prepare a preliminary storm sewer and inlet plan with alignments and sizes
 - 7.3.6 Prepare preliminary storm sewer profiles with design notes for stationing, size, slope, flow lines, and pipe material.
- 7.4. Preliminary Water and Sanitary Sewer
- 7.4.1 Adjustments to water and sanitary sewer required for altered roadway geometry will be shown. No other water and sanitary improvements are included.
- 7.5. Preliminary Plan Preparation
- 7.5.1 General Sheets (cover sheet, location map, sheet index, general notes, list of abbreviations, and legend)
 - 7.5.2 Overall Dimensional and Survey Control Plan
 - 7.5.3 Standard Details
 - 7.5.4 Temporary Erosion Control
- 7.6. Preliminary Roadway Plan/Profile Preparation
- 7.6.1 Prepare (22"x34") Plan/Profile sheets at a 1"=20' horizontal and 1"=4' vertical scale
 - 7.6.2 Plan view of the base map shall have all existing above ground features shown and clearly labeled along with existing property lines, easements and utilities based on field ties and record information
 - 7.6.3 Plan view shall include proposed centerline alignment and horizontal curve data, sidewalks and proposed transition pavement tie-ins to existing pavement
 - 7.6.4 Profile shall include design notes for stationing, vertical curve data and proposed drainage improvements including; size, flow-lines, pipe material, and length

- 7.6.5 Preliminary paving and drainage design details
- 7.6.6 Site verification of preliminary design
- 7.7. Preliminary Water and Sanitary Sewer Plan/Profile Preparation
 - 7.7.1 Prepare (22"x34") Plan/Profile sheets at a 1"=20' horizontal and 1"=4' vertical scale
 - 7.7.2 Plan view of the base map shall have all existing above ground features shown and clearly labeled along with existing property lines, easements and utilities based on field ties and record information
 - 7.7.3 Plan view shall include proposed centerline alignment and horizontal curve data, roadway improvements, and water and sanitary sewer improvements.
 - 7.7.4 Profile shall include design notes for stationing and proposed water and sanitary sewer improvements including; size, flow-lines, pipe material, and length
 - 7.7.5 Preliminary utility design details
 - 7.7.6 Site verification of preliminary design
- 7.8. Franchise Utility Coordination
 - 7.8.1 Contact franchise utilities to discuss existing and future lines along the project corridor
 - 7.8.2 Send one set of plans to each franchise utility for their review. Request each franchise utility to verify the size, type, and location of their utilities
 - 7.8.3 Coordinate with the franchise utilities. Notify the City if any relocations will be required (franchise utility relocation design is not included in this scope of services)
- 7.9. Compile and prepare an updated opinion of probable construction cost, in accordance with AACE standards, for the entire project using recent average unit bid prices which are representative of similar types of construction in the local area
- 7.10. Preliminary design submittal (60%)
 - 7.10.1 Submit up to three (3) half size hard copies, if requested, and one electronic copy to the City for review and comment
 - 7.10.2 Submittal shall include the following:
 - Preliminary design plans at half size – 11"x17"
 - Preliminary traffic control plan
 - Opinion of probable construction cost in accordance with AACE standards
- 7.11. Review Meeting
 - 7.11.1 Attend one (1) meeting with City staff to review the preliminary design comments

8. Final Design

- 8.1. Incorporate and/or respond to the City's preliminary design submittal review comments one (1) round of comments anticipated in proposed effort
- 8.2. Incorporate and/or respond to the franchise utilities' preliminary design submittal review comments. One (1) round of comments is anticipated in proposed effort
- 8.3. Prepare final general notes and details
- 8.4. Prepare final special technical specifications
- 8.5. Prepare updated opinion of probable construction cost in accordance with AACE standards
- 8.6. Final design submittal (90%)
 - 8.6.1 Submit up to three (3) hard copies, if requested, and one electronic copy to the City for review and comment
 - 8.6.2 Submittal shall include the following:
 - Final design plans at half size – 11"x17"
 - Special provisions, bid tab and technical specifications (for inclusion into the standard contract documents prepared by the City)
 - Opinion of probable construction cost in accordance with AACE standards. Because the Consultant does not control the cost of labor, materials, equipment or services furnished by others, methods of determining prices, or competitive bidding or market conditions, any opinions rendered as to costs, including but not limited to opinions as to the costs of construction and materials, shall be made on the basis of its experience and represent its judgment as an experienced and qualified professional, familiar with the industry. The Consultant cannot and does not guarantee that proposals, bids or actual costs will not vary from its opinions of cost

- 8.7. Review Meeting
 - 8.7.1 Attend one (1) meeting with City staff to review the final design (90%) comments.
- 8.8. TDLR Submittal Preparation
 - 8.8.1 The Consultant will assist the City with submittal of the project to a Registered Accessibility Specialist. The Consultant will provide the City with one (1) full size set of plans, if requested, and a completed project registration and submittal form.
- 8.9. Incorporate the final design (90%) submittal review comments. One (1) round of comments is anticipated in proposed effort.
- 8.10. Bid Document Submittal (100%)
 - 8.10.1 The Consultant will prepare one bid package for the project.
 - 8.10.2 Submit the following signed, sealed and dated final construction drawings, special provisions, bid form (in excel format) and specifications:
 - One (1) – copy of final design submittal in electronic PDF format
 - Three (3) – 22"x34" sets of construction drawings on bond paper

9. Bidding Phase Services

The following services will be provided for the project.

- 9.1. Provide assistance to the City during bidding by preparation and delivery of addenda for plan holders and responses to questions submitted by plan holders.
- 9.2. Attend a scheduled pre-bid conference
- 9.3. Attend bid opening

10. Construction Phase Services

The scope of services listed below may or may not be performed as part of our construction phase services. The Consultant's role during construction is limited and services are only provided upon request of the Client. The budgeted fee for this task is based upon approximately 75 hours of labor. Additional services beyond the hours budgeted will be an additional service outside the scope of this contract.

- 10.1. Pre-Construction Conference
 - 10.1.1 Consultant will attend a Pre-Construction Conference prior to commencement of Work at the Site
- 10.2. Visits to Site and Observation of Construction (maximum of 15 site visits)
 - 10.2.1 Consultant will provide on-site construction observation services during the construction phase. Consultant will make visits at intervals as directed by City in order to observe the progress of the Work. Such visits and observations by Consultant are not intended to be exhaustive or to extend to every aspect of Contractor's work in progress. Observations are to be limited to spot checking, selective measurement, and similar methods of general observation of the Work based on Consultant's exercise of professional judgment. Based on information obtained during such visits and such observations, Consultant will evaluate whether Contractor's work is generally proceeding in accordance with the Contract Documents, and Consultant will keep City informed of the general progress of the Work
 - 10.2.2 The purpose of Consultant's site visits will be to enable Consultant to better carry out the duties and responsibilities specifically assigned in this Agreement to Consultant, and to provide City a greater degree of confidence that the completed Work will conform in general to the Contract Documents. Consultant shall not, during such visits or as a result of such observations of Contractor's work in progress, supervise, direct, or have control over Contractor's work, nor shall Consultant have authority over or responsibility for the means, methods, techniques, equipment choice and usage, sequences, schedules, or procedures of construction selected by Contractor, for safety precautions and programs incident to Contractor's work, nor for any failure of Contractor to comply with laws and regulations applicable to Contractor's furnishing and performing the Work. Accordingly, Consultant neither guarantees the performance of any Contractor nor assumes responsibility for any Contractor's failure to furnish and perform its work in accordance with the Contract Documents
- 10.3. Recommendations with Respect to Defective Work

- 10.3.1 Consultant will recommend to City that Contractor's work be disapproved and rejected while it is in progress if, on the basis of such observations, Consultant believes that such work will not produce a completed Project that conforms generally to Contract Documents.
- 10.4. Clarifications and Interpretation
 - 10.4.1 Consultant will respond to reasonable and appropriate Contractor requests for information and issue necessary clarifications and interpretations of the Contract Documents to City as appropriate to the orderly completion of Contractor's work. Any orders authorizing variations from the Contract Documents will be made by City.
- 10.5. Change Orders
 - 10.5.1 Consultant may recommend Change Orders to City, and will review and make recommendations related to Change Orders submitted or proposed by the Contractor.
- 10.6. Shop Drawings and Samples
 - 10.6.1 Consultant will review and approve or take other appropriate action in respect to Shop Drawings and Samples and other data which Contractor is required to submit, but only for conformance with the information given in the Contract Documents. Such review and approvals or other action will not extend to means, methods, techniques, equipment choice and usage, sequences, schedules, or procedures of construction or to related safety precautions and programs
- 10.7. Substitutes and "or-equal"
 - 10.7.1 Evaluate and determine the acceptability of substitute or "or-equal" materials and equipment proposed by Contractor in accordance with the Contract Documents, but subject to the provisions of applicable standards of state or local government entities.
- 10.8. Inspections and Tests
 - 10.8.1 Consultant may require special inspections or tests of Contractor's work as Consultant deems appropriate, and may receive and review certificates of inspections within Consultant's area of responsibility or of tests and approvals required by laws and regulations or the Contract Documents. Consultant's review of such certificates will be for the purpose of determining that the results certified indicate compliance with the Contract Documents and will not constitute an independent evaluation that the content or procedures of such inspections, tests, or approvals comply with the requirements of the Contract Documents. Consultant shall be entitled to rely on the results of such tests and the facts being certified.
- 10.9. Disagreements between City and Contractor
 - 10.9.1 Consultant will, if requested by City, render written decision on all claims of City and Contractor relating to the acceptability of Contractor's work or the interpretation of the requirements of the Contract Documents pertaining to the progress of Contractor's work. In rendering such decisions, Consultant shall be fair and not show partiality to City or Contractor and shall not be liable in connection with any decision rendered in good faith in such capacity.
- 10.10. Applications for Payment
 - 10.10.1 Review of applications for payment are not included in this scope.
- 10.11. Substantial Completion
 - 10.11.1 Consultant will, promptly after notice from Contractor that it considers the entire Work ready for its intended use; in company with City and Contractor, conduct a site visit, and prepare a punch list of items to be completed prior to final acceptance, to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items with the exception of those identified on the final punch list. If after considering any objections of City, Consultant considers the Work substantially complete; Consultant will notify City and Contractor.
- 10.12. Final Notice of Acceptability of the Work
 - 10.12.1 Consultant will conduct a final site visit to determine if the completed Work of Contractor is generally in accordance with the Contract Documents and the final punch list so that Consultant may recommend, in writing, final payment to Contractor. Accompanying the recommendation for final payment, Consultant shall also provide a notice that the Work is generally in accordance with the Contract Documents to the

best of Consultant's knowledge, information, and belief based on the extent of its services and based upon information provided to Consultant upon which it is entitled to rely.

10.13. Consultant will attend one (1) year warranty walk through with Contractor and City at the City's request.

10.14. Limitation of Responsibilities

10.14.1 Consultant shall not be responsible for the acts or omissions of any Contractor, or of any of their subcontractors, suppliers, or of any other individual or entity performing or furnishing the Work. Consultant shall not have the authority or responsibility to stop the work of any Contractor.

11. Construction Material Testing Services

11.1. Consultant will engage a sub consultant to provide construction material testing services for the project during construction. The sub consultant Scope of Services for construction materials testing is attached as "Attachment A".

11.2. Consultant or their sub consultant shall not, during such visits or as a result of such observations of Contractor's work in progress, supervise, direct, or have control over Contractor's work, nor shall Consultant have authority over or responsibility for the means, methods, techniques, equipment choice and usage, sequences, schedules, or procedures of construction selected by Contractor, for safety precautions and programs incident to Contractor's work, nor for any failure of Contractor to comply with laws and regulations applicable to Contractor's furnishing and performing the Work.

12. Record Drawings

12.1. Obtain and review comments and field changes to the as-bid construction plans from City and/or Contractor.

12.2. Prepare record drawings based on comments and field changes. Since Consultant will not be providing resident engineering services and not observing on a full-time bases, we will not seal the record drawings. The record drawings will be provided in the following format:

- AutoCAD File (1) copy
- PDF (1) copy

Information to be provided by the City

The City shall provide all information and criteria as to the City's requirements, City objectives, and expectations for the project including all design criteria that are to be met and all standards of development, design, or construction. Specific information to be provided by the City includes:

- Existing water, sanitary sewer, paving, and drainage record drawings
- All Deeds, Title Reports and Right-of-Entries required

Additional Services

City and Consultant agree that the following services are beyond the Scope of Services described in the tasks above. However, Consultant can provide these services, if needed, upon the City's written request. Any additional amounts paid to the Consultant as a result of any material change to the Scope of the Project shall be agreed upon in writing by both parties before the services are performed. These Additional Services include, but are not limited to, the following:

- Preparation of a detailed Storm Water Pollution Prevention Plan (SWPPP)
- Furnish additional copies of review documents and/or bid documents in excess of the number of the same identified above
- Assist the City as an expert witness in litigation in connection with the project or in hearings before approving and regulatory agencies
- Redesign to reflect project scope changes requested by the City, required to address changed conditions or change in direction previously approved by the City, mandated by changing

governmental laws, or necessitated by the City's acceptance of substitutions proposed by the contractor

- Construction staking
- Retaining wall design
- "Value engineering" after bidding
- SWPPP inspections / coordination
- Any services not listed in the Scope of Services

- End of Scope of Services –

**FRANCIS DRIVE REHABILITATION PHASE III
SCHEDULE**

Below is the anticipated schedule for design and bidding of the project.

Schematic Roadway Design	75 days
Preliminary Roadway Design (60%)	75 days
Final Design	45 days
Bidding Phase Services	60 days

EXHIBIT B
PAYMENT TERMS

☐

Compensation is based on **actual** hours of work/time devoted to providing the described professional services. The Consultant will be paid at a rate of \$_____ per hour, or at the rates per service or employee shown below. The City will reimburse the Consultant for **actual**, non-salary expenses at the rate of _____ percent (____%) above the Consultant's actual costs, or at the rates set forth below. Unless amended by a duly authorized written change order, the total payment for all invoices on this job, including both salary and non-salary expenses, shall not exceed the amount set forth in paragraph 2.01 of this Contract: (\$_____).

The Consultant must submit **monthly** invoices to the City, accompanied by an explanation of charges, professional fees, services, and expenses. The City will pay such invoices according to its normal payment procedures.

-OR-

☒

Payment is a fixed fee in the amount listed in paragraph 2.01 of this Contract. This amount shall be payable by the City pursuant to the schedule listed below and upon completion of the services and written acceptance by the City.

The Consultant may submit **monthly** invoices to the City, accompanied by an explanation of charges, professional fees, services, and expenses. The City will pay such invoices according to its normal payment procedures.

Schedule of Payment for each phase:

SEE ATTACHED FEE SCHEDULE

EXHIBIT 'B'
FRANCIS DRIVE REHABILITATION PHASE III
FEE SUMMARY

Payment to the CONSULTANT will be made as follows:

A. Invoice and Time of Payment

Monthly invoices will be issued by the Consultant for all work performed under this Agreement. Invoices are due and payable on receipt. Invoices will be prepared in a format approved by the City prior to submission of the first monthly invoice. Monthly payment of the fee will be in proportion to percent completion of the total work for each fee item outlined below and phase of services (Design, Bid, Survey, etc.).

- B. Payment is a fixed fee in the amount listed in paragraph 2.01 of this Contract. This amount shall be payable by the City pursuant to the schedule listed below. Upon completion of services enumerated in Attachment A, Scope of Services, the final payment of any balance will be due upon receipt of the final invoice.

Phase 1 Design

1.0	Project Management	\$26,500
2.0	Public Involvement	\$14,000
3.0	Preliminary Investigation	\$7,000
4.0	Design Survey	\$15,000
5.0	Geotechnical Study	\$9,500
6.0	Schematic Roadway Design (30%)	\$34,500
7.0	Preliminary Roadway Design (60%)	\$57,500
8.0	Final Design	\$52,000
9.0	Bidding Phase Services	\$3,500
10.0	Construction Phase Services	\$13,500
11.0	Construction Materials Testing	\$35,750
12.0	Record Drawings	\$11,000

Total Project Fee	\$279,750
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November 22, 2021
Item No. 8.4.
CMAR Contract for 1207 Renovation Project

Sponsor: Emily Fisher, Assistant Director of Public Works

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action regarding a construction manager at risk contract with Jacody Construction, LP for the construction of the 1207 Texas Avenue Renovation project.

Relationship to Strategic Goals:

1. Core Services and Infrastructure

Recommendation(s): Staff recommends approval.

Summary: The City is currently designing a renovation for the facility located at 1207 Texas Avenue. The Human Resources department and Facilities Maintenance division are currently located in this building. HR will be moving into the new city hall building next month and Facilities Maintenance will be moving once the construction of a new building at 300 Krenek Tap Rd is complete. The renovation project includes updating the building to current codes and upgrading mechanical, plumbing, and electrical systems, as well as adding an event space in the old fire station bays. Extensive facade work to the exterior of the building is also included.

Staff determined that a construction manager at risk (CMAR) procurement method was the most beneficial for this project. The city issued RFP No. 22-005 and after review, recommends award to Jacody Construction, LP. The submitted CMAR fee is 5% of the construction cost. Once design is further along, the contractor will submit a guaranteed maximum price (GMP) for council consideration and approval.

Budget & Financial Summary:

Attachments:

1. Proposal Form Jacody

OFFEROR'S PROPOSAL FORM

Date: 10.18.2021

PROPOSAL FROM: JaCody Construction, LP

PROPOSAL TO: City of College Station
1101 Texas Ave.
College Station, TX 77842

The Undersigned proposes to furnish all labor, services, materials, tools, and necessary equipment for the **Renovation of 1207 Texas Ave** and to perform the work required for the construction of said building at the location set out by the Plans and Specifications, in strict accordance with the Proposal/Contract Documents.

In submitting this Proposal, it is understood that this Proposal may not be altered or withdrawn for ninety (90) days, and that the Owner has reserved the right to reject any and all Proposals.

The Undersigned certifies that this Proposal is made in good faith, without collusion or connection with any other person, persons, partnership, company, firm, association, or corporation offering Proposals on this work, for the following sums:

1. Pre-construction Fee

List Offeror's proposed fee for all pre-construction phase services, including pre-planning, cost estimating, scheduling, value engineering, and constructability reviews, as a lump sum amount:

Dollars \$ 9,800.00

2. General Conditions

List Offeror's proposed cost for General Conditions to accommodate the onsite staff as a lump sum amount. These items will include, but not be limited to, office trailers, phones, furniture, copiers, computers, software, supplies, cleaning, move in/move out, printing expenses, site personnel's radios, pagers, phones, etc., required equipment, insurance premiums, and other items specifically provided for in **Attachment 1**:

Dollars \$ 167,100.00

3. Construction Manager at Risk Fee

List Offeror's proposed fee as a percentage of construction cost, including all overhead and profit:

Percent % 5%

4. Pre-Construction Fee based on three (3) months.

5. General Conditions based on six (6) months of construction.

November 22, 2021

Item No. 8.5.

Annual Price Agreements for Distribution Poles for CSU Electric, with estimated annual expenditures through Techline Inc. for an amount not to exceed \$7,352,580.00.

Sponsor: Mary Ellen Leonard, Director of Fiscal Services

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action regarding approval of the City's Annual Price Agreements for Distribution Poles for CSU Electric, with estimated annual expenditures through Techline Inc. for an amount not to exceed \$7,352,580.

Relationship to Strategic Goals:

Core Services and Infrastructure
Financially Sustainable City

Recommendation(s): Staff recommends award of the annual price agreement with Techline Inc. for \$7,352,580.00. These estimates are based on quantities within past fiscal years' history for City-wide Electrical Warehouse needs.

Summary: Staff issued Bid #22-008 on October 12, 2021, for Distribution Poles for Electric Inventory Items. Three (3) sealed bid responses were received and reviewed by Electric Staff to ensure the compliance of required specifications. EHV Sales' bid was incomplete and the materials proposed on the bid did not meet CSU Electric's specifications. Preferred Sales Inc., representing Valmont Utility, was the next lowest vendor for Section C of the bid, but could not accept a direct award for merchandise as they only sell directly to Distributors. Techline Inc. provided a complete response for all three sections of Bid#22-008 Annual Price Agreement for Distribution Poles.

Staff recommends award of Distribution Poles as outlined in Sections A, B, and C, to be awarded to Techline Inc. for (\$7,352,580).

Upon Council approval, staff will issue a blanket contract to the vendor, to be ordered against by Electric Warehouse throughout the year.

Budget & Financial Summary: Funds are available and budgeted within the Electrical Fund. Various projects may be expensed as supplies are issued from inventory and provided to staff.

Attachments:

1. 22-008 APA Distribution Poles Tabulation
2. 22-008 Techline Award 110821

BID#22-008 TABULATION FOR
DISTRIBUTION POLES for
CSU ELECTRIC

				EHV Solutions			Preferred Sales			Techline		
				BID AS SPECIFIED			BID AS SPECIFIED			BID AS SPECIFIED		
Item #	Description		Bidder Provided Data		Est. Quantity	Extended		Est. Quantity	Extended		Est. Quantity	Extended
Group A - Tangent Fiberglass/Composite												
A-1	30' Fiberglass Composite Pole Tangent		Manufacturer		60	\$ -	\$ -	60	\$ -	Valmont/Shakespeare	60	\$ 116,220.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	285-065-00031	Groundline Moment							84099.00		
	Guide #	MEI-15822-F-30-0	Unit Price	\$ -						\$ 1,937.00		
A-2	35' Fiberglass Composite Pole Tangent		Manufacturer		60	\$ -	\$ -	60	\$ -	Valmont/Shakespeare	60	\$ 140,220.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	285-065-00039	Groundline Moment							102875.00		
	Guide #	MEI-15822-F-35-0	Unit Price	\$ -						\$ 2,337.00		
A-3	40' Fiberglass Composite Pole Tangent		Manufacturer		120	\$ -	\$ -	120	\$ -	Valmont/Shakespeare	120	\$ 318,000.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	285-065-00032	Groundline Moment							128158.00		
	Guide #	MEI-015822-F-40-0	Unit Price	\$ -						\$ 2,650.00		
A-4	45' Fiberglass Composite Pole Tangent		Manufacturer		120	\$ -	\$ -	120	\$ -	Valmont/Shakespeare	120	\$ 338,040.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	285-065-00033	Groundline Moment							143424.00		
	Guide #	MEI-15822-F-45-0	Unit Price	\$ -						\$ 2,817.00		
A-5	50' Fiberglass Composite Pole Tangent		Manufacturer		90	\$ -	\$ -	90	\$ -	Valmont/Shakespeare	90	\$ 288,000.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	285-065-00034	Groundline Moment							144632.00		
	Guide #	MEI-15822-F-50-0	Unit Price	\$ -						\$ 3,200.00		
A-6	55' Fiberglass Composite Pole Tangent		Manufacturer		90	\$ -	\$ -	90	\$ -	Valmont/Shakespeare	90	\$ 447,300.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	285-065-00035	Groundline Moment							171011.00		
	Guide #	MEI-15822-F-55-0	Unit Price	\$ -						\$ 4,970.00		
Group B - Self Supporting Fiberglass/Composite												
B-1	45' Fiberglass Composite Pole Self-Supporting - 6 Degree		Manufacturer		30	\$ -	\$ -	30	\$ -	Valmont/Shakespeare	30	\$ 188,550.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	TBD	Groundline Moment							327167.00		
	Guide #	MEI-15822-F-45-6	Unit Price	\$ -						\$ 6,285.00		
B-2	45' Fiberglass Composite Pole Self-Supporting - 12 Degree		Manufacturer		30	\$ -	\$ -	30	\$ -	Valmont/Shakespeare	30	\$ 210,960.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	TBD	Groundline Moment							453841.00		
	Guide #	MEI-15822-F-45-12	Unit Price	\$ -						\$ 7,032.00		
B-3	45' Fiberglass Composite Pole Self-Supporting - 18 Degree		Manufacturer		30	\$ -	\$ -	30	\$ -	Valmont/Shakespeare	30	\$ 221,100.00
			Delivery (Weeks)							15-17 Weeks		
	Inv #	TBD	Groundline Moment							528246.00		
	Guide #	MEI-15822-F-45-18	Unit Price	\$ -						\$ 7,370.00		

BID#22-008 TABULATION FOR
DISTRIBUTION POLES for
CSU ELECTRIC

				EHV Solutions			Preferred Sales			Techline	
				BID AS SPECIFIED			BID AS SPECIFIED			BID AS SPECIFIED	
Item #	Description	Bidder Provided Data		Est. Quantity	Extended		Est. Quantity	Extended		Est. Quantity	Extended
B-4	50' Fiberglass Composite Pole Self-Supporting - 6 Degree	Manufacturer		60	\$ -		60	\$ -	Valmont/Shakespeare	60	\$ 439,980.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	285-065-00036	Groundline Moment						330219.00		
	Guide #	MEI-15822-F-50-6	Unit Price			\$ -			\$ 7,333.00		
B-5	50' Fiberglass Composite Pole Self-Supporting - 12 Degree	Manufacturer		60	\$ -		60	\$ -	Valmont/Shakespeare	60	\$ 512,100.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	285-065-00026	Groundline Moment						505900.00		
	Guide #	MEI-15822-F-50-12	Unit Price			\$ -			\$ 8,535.00		
B-6	50' Fiberglass Composite Pole Self-Supporting - 18 Degree	Manufacturer		60	\$ -		60	\$ -	Valmont/Shakespeare	60	\$ 667,800.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	285-065-00037	Groundline Moment						670381.00		
	Guide #	MEI-15822-F-50-18	Unit Price			\$ -			\$ 11,130.00		
B-7	55' Fiberglass Composite Pole Self-Supporting - 6 Degree	Manufacturer		60	\$ -		60	\$ -	Valmont/Shakespeare	60	\$ 537,600.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	285-065-00041	Groundline Moment						377984.00		
	Guide #	MEI-15822-F-55-6	Unit Price			\$ -			\$ 8,960.00		
B-8	55' Fiberglass Composite Pole Self-Supporting - 12 Degree	Manufacturer		60	\$ -		60	\$ -	Valmont/Shakespeare	60	\$ 537,600.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	285-065-00040	Groundline Moment						600877.00		
	Guide #	MEI-15822-F-55-12	Unit Price			\$ -			\$ 8,960.00		
B-9	55' Fiberglass Composite Pole Self-Supporting - 18 Degree	Manufacturer		60	\$ -		60	\$ -	Valmont/Shakespeare	60	\$ 633,000.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	285-065-00042	Groundline Moment						768327.00		
	Guide #	MEI-15822-F-55-18	Unit Price			\$ -			\$ 10,550.00		
B-10	60' Fiberglass Composite Pole Self-Supporting - 6 Degree	Manufacturer		30	\$ -		30	\$ -	Valmont/Shakespeare	30	\$ 279,510.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	TBD	Groundline Moment						426568.00		
	Guide #	MEI-15822-F-60-6	Unit Price			\$ -			\$ 9,317.00		
B-11	60' Fiberglass Composite Pole Self-Supporting - 12 Degree	Manufacturer		30	\$ -		30	\$ -	Valmont/Shakespeare	30	\$ 344,190.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	TBD	Groundline Moment						650738.00		
	Guide #	MEI-15822-F-60-12	Unit Price			\$ -			\$ 11,473.00		
B-12	60' Fiberglass Composite Pole Self-Supporting - 18 Degree	Manufacturer		30	\$ -		30	\$ -	Valmont/Shakespeare	30	\$ 386,610.00
		Delivery (Weeks)				15-17 Weeks					
	Inv #	TBD	Groundline Moment						866236.00		
	Guide #	MEI-15822-F-60-18	Unit Price			\$ -			\$ 12,887.00		
Group C - Self-Supporting Prestressed Spun Cast Concrete											
	50' Concrete Pole	Manufacturer	StressCrete			Valmont Utility			Valmont		

BID#22-008 TABULATION FOR
DISTRIBUTION POLES for
CSU ELECTRIC

				EHV Solutions			Preferred Sales			Techline			
				BID AS SPECIFIED			BID AS SPECIFIED			BID AS SPECIFIED			
Item #	Description		Bidder Provided Data		Est. Quantity	Extended		Est. Quantity	Extended		Est. Quantity	Extended	
C-1	Self-Supporting - 6 Degree		Delivery (Weeks)	14	20	\$ 87,620.00	10-12 weeks	20	\$ 98,500.00	10-12 Weeks	20	\$ 101,500.00	
	Inv #	540-070-00021	Groundline Moment	330.6k*ft			346 K-FT			346 K-FT			
	Guide #	MEI-15822-C-50-6	Unit Price	\$ 4,381.00			\$ 4,925.00			\$ 5,075.00			
C-2	50' Concrete Pole Self-Supporting - 12 Degree		Manufacturer	StressCrete	20	\$ 107,440.00	Valmont Utility	20	\$ 114,700.00	Valmont	20	\$ 118,200.00	
			Delivery (Weeks)	14			10-12 weeks			10-12 Weeks			
	Inv #	540-070-00018	Groundline Moment	536.5 k*ft			592 K-FT			592 K-FT			
	Guide #	MEI-15822-C-50-12	Unit Price	\$ 5,372.00			\$ 5,735.00			\$ 5,910.00			
C-3	50' Concrete Pole Self-Supporting - 18 Degree		Manufacturer	StressCrete	20	\$ 126,760.00	Valmont Utility	20	\$ 125,300.00	Valmont	20	\$ 129,100.00	
			Delivery (Weeks)	14			10-12 weeks			10-12 Weeks			
	Inv #	540-070-00019	Groundline Moment	716.4 k*ft			739 K-FT			739 K-FT			
	Guide #	MEI-15822-C-50-18	Unit Price	\$ 6,338.00			\$ 6,265.00			\$ 6,455.00			
C-4	60' Concrete Pole Self-Supporting - 6 Degree		Manufacturer	StressCrete	20	\$ 167,780.00	Valmont Utility	20	\$ 110,700.00	Valmont	20	\$ 114,100.00	
			Delivery (Weeks)	14			10-12 weeks			10-12 Weeks			
	Inv #	540-070-00022	Groundline Moment	408.9 k*ft			419 K-FT			419 K-FT			
	Guide #	MEI-15822-C-60-6	Unit Price	\$ 8,389.00			\$ 5,535.00			\$ 5,705.00			
C-5	60' Concrete Pole Self-Supporting - 12 Degree		Manufacturer	StressCrete	20	\$ 107,240.00	Valmont Utility	20	\$ 130,700.00	Valmont	20	\$ 134,700.00	
			Delivery (Weeks)	14			10-12 weeks			10-12 Weeks			
	Inv #	540-070-00023	Groundline Moment	667.0 k*ft			697 K-FT			697 K-FT			
	Guide #	MEI-15822-C-60-12	Unit Price	\$ 5,362.00			\$ 6,535.00			\$ 6,735.00			
C-6	60' Concrete Pole Self-Supporting - 18 Degree		Manufacturer	StressCrete	20	\$ 145,700.00	Valmont Utility	20	\$ 143,800.00	Valmont	20	\$ 148,200.00	
			Delivery (Weeks)	14			10-12 weeks			10-12 Weeks			
	Inv #	540-070-00024	Groundline Moment	895.5 k*ft			861 K-FT			861 K-FT			
	Guide #	MEI-15822-C-60-18	Unit Price	\$ 7,285.00			\$ 7,190.00			\$ 7,410.00			
GRAND TOTAL FOR BID #22-008					\$ 742,540.00			\$ 723,700.00			\$ 7,352,580.00		\$ 8,818,820.00
													GRAND TOTAL OF BID RESPONSES
					The StresaCrete Group			Preferred Sales Agency			Techline		
					Bidder			Bidder			Bidder		
					Andrea Ward			Randi Day			Gary Troxell		
					Signature - Bidder's Sales			Signature - Bidder's Sales			Signature - Bidder's Sales		
					10/25/2021			10/26/2021			10/26/2021		
					Date			Date			Date		

**BID#22-008 AWARD FOR
DISTRIBUTION POLES for
CSU ELECTRIC**

					Techline		
					BID AS SPECIFIED		
Item #	Description		Bidder Provided Data			Est. Quantity	Extended
Group A - Tangent Fiberglass/Composite							
A-1	30' Fiberglass Composite Pole Tangent		Manufacturer	Valmont/Shakespeare	60	\$ 116,220.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00031	Groundline Moment	84099.00			
	Guide #	MEI-15822-F-30-0	Unit Price	\$ 1,937.00			
A-2	35' Fiberglass Composite Pole Tangent		Manufacturer	Valmont/Shakespeare	60	\$ 140,220.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00039	Groundline Moment	102875.00			
	Guide #	MEI-15822-F-35-0	Unit Price	\$ 2,337.00			
A-3	40' Fiberglass Composite Pole Tangent		Manufacturer	Valmont/Shakespeare	120	\$ 318,000.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00032	Groundline Moment	128158.00			
	Guide #	MEI-015822-F-40-0	Unit Price	\$ 2,650.00			
A-4	45' Fiberglass Composite Pole Tangent		Manufacturer	Valmont/Shakespeare	120	\$ 338,040.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00033	Groundline Moment	143424.00			
	Guide #	MEI-15822-F-45-0	Unit Price	\$ 2,817.00			
A-5	50' Fiberglass Composite Pole Tangent		Manufacturer	Valmont/Shakespeare	90	\$ 288,000.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00034	Groundline Moment	144632.00			
	Guide #	MEI-15822-F-50-0	Unit Price	\$ 3,200.00			
A-6	55' Fiberglass Composite Pole Tangent		Manufacturer	Valmont/Shakespeare	90	\$ 447,300.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00035	Groundline Moment	171011.00			
	Guide #	MEI-15822-F-55-0	Unit Price	\$ 4,970.00			
Group B - Self Supporting Fiberglass/Composite							
B-1	45' Fiberglass Composite Pole Self-Supporting - 6 Degree		Manufacturer	Valmont/Shakespeare	30	\$ 188,550.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	TBD	Groundline Moment	327167.00			
	Guide #	MEI-15822-F-45-6	Unit Price	\$ 6,285.00			
B-2	45' Fiberglass Composite Pole Self-Supporting - 12 Degree		Manufacturer	Valmont/Shakespeare	30	\$ 210,960.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	TBD	Groundline Moment	453841.00			
	Guide #	MEI-15822-F-45-12	Unit Price	\$ 7,032.00			
B-3	45' Fiberglass Composite Pole Self-Supporting - 18 Degree		Manufacturer	Valmont/Shakespeare	30	\$ 221,100.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	TBD	Groundline Moment	528246.00			
	Guide #	MEI-15822-F-45-18	Unit Price	\$ 7,370.00			
B-4	50' Fiberglass Composite Pole Self-Supporting - 6 Degree		Manufacturer	Valmont/Shakespeare	60	\$ 439,980.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00036	Groundline Moment	330219.00			
	Guide #	MEI-15822-F-50-6	Unit Price	\$ 7,333.00			
B-5	50' Fiberglass Composite Pole Self-Supporting - 12 Degree		Manufacturer	Valmont/Shakespeare	60	\$ 512,100.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00026	Groundline Moment	505900.00			
	Guide #	MEI-15822-F-50-12	Unit Price	\$ 8,535.00			
B-6	50' Fiberglass Composite Pole Self-Supporting - 18 Degree		Manufacturer	Valmont/Shakespeare	60	\$ 667,800.00	
			Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00037	Groundline Moment	670381.00			
	Guide #	MEI-15822-F-50-18	Unit Price	\$ 11,130.00			

**BID#22-008 AWARD FOR
DISTRIBUTION POLES for
CSU ELECTRIC**

				Techline		
				BID AS SPECIFIED		
Item #	Description	Bidder Provided Data		Est. Quantity	Extended	
B-7	55' Fiberglass Composite Pole Self-Supporting - 6 Degree	Manufacturer	Valmont/Shakespeare	60	\$ 537,600.00	
		Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00041	Groundline Moment			377984.00
	Guide #	MEI-15822-F-55-6	Unit Price			\$ 8,960.00
B-8	55' Fiberglass Composite Pole Self-Supporting - 12 Degree	Manufacturer	Valmont/Shakespeare	60	\$ 537,600.00	
		Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00040	Groundline Moment			600877.00
	Guide #	MEI-15822-F-55-12	Unit Price			\$ 8,960.00
B-9	55' Fiberglass Composite Pole Self- Supporting - 18 Degree	Manufacturer	Valmont/Shakespeare	60	\$ 633,000.00	
		Delivery (Weeks)	15-17 Weeks			
	Inv #	285-065-00042	Groundline Moment			768327.00
	Guide #	MEI-15822-F-55-18	Unit Price			\$ 10,550.00
B-10	60' Fiberglass Composite Pole Self-Supporting - 6 Degree	Manufacturer	Valmont/Shakespeare	30	\$ 279,510.00	
		Delivery (Weeks)	15-17 Weeks			
	Inv #	TBD	Groundline Moment			426568.00
	Guide #	MEI-15822-F-60-6	Unit Price			\$ 9,317.00
B-11	60' Fiberglass Composite Pole Self-Supporting - 12 Degree	Manufacturer	Valmont/Shakespeare	30	\$ 344,190.00	
		Delivery (Weeks)	15-17 Weeks			
	Inv #	TBD	Groundline Moment			650738.00
	Guide #	MEI-15822-F-60-12	Unit Price			\$ 11,473.00
B-12	60' Fiberglass Composite Pole Self-Supporting - 18 Degree	Manufacturer	Valmont/Shakespeare	30	\$ 386,610.00	
		Delivery (Weeks)	15-17 Weeks			
	Inv #	TBD	Groundline Moment			866236.00
	Guide #	MEI-15822-F-60-18	Unit Price			\$ 12,887.00
Group C - Self-Supporting Prestressed Spun Cast Concrete						
C-1	50' Concrete Pole Self-Supporting - 6 Degree	Manufacturer	Valmont	20	\$ 101,500.00	
		Delivery (Weeks)	10-12 Weeks			
	Inv #	540-070-00021	Groundline Moment			346 K-FT
	Guide #	MEI-15822-C-50-6	Unit Price			\$ 5,075.00
C-2	50' Concrete Pole Self-Supporting - 12 Degree	Manufacturer	Valmont	20	\$ 118,200.00	
		Delivery (Weeks)	10-12 Weeks			
	Inv #	540-070-00018	Groundline Moment			592 K-FT
	Guide #	MEI-15822-C-50-12	Unit Price			\$ 5,910.00
C-3	50' Concrete Pole Self-Supporting - 18 Degree	Manufacturer	Valmont	20	\$ 129,100.00	
		Delivery (Weeks)	10-12 Weeks			
	Inv #	540-070-00019	Groundline Moment			739 K-FT
	Guide #	MEI-15822-C-50-18	Unit Price			\$ 6,455.00
C-4	60' Concrete Pole Self-Supporting - 6 Degree	Manufacturer	Valmont	20	\$ 114,100.00	
		Delivery (Weeks)	10-12 Weeks			
	Inv #	540-070-00022	Groundline Moment			419 K-FT
	Guide #	MEI-15822-C-60-6	Unit Price			\$ 5,705.00
C-5	60' Concrete Pole Self-Supporting - 12 Degree	Manufacturer	Valmont	20	\$ 134,700.00	
		Delivery (Weeks)	10-12 Weeks			
	Inv #	540-070-00023	Groundline Moment			697 K-FT
	Guide #	MEI-15822-C-60-12	Unit Price			\$ 6,735.00
C-6	60' Concrete Pole Self-Supporting - 18 Degree	Manufacturer	Valmont	20	\$ 148,200.00	
		Delivery (Weeks)	10-12 Weeks			
	Inv #	540-070-00024	Groundline Moment			861 K-FT
	Guide #	MEI-15822-C-60-18	Unit Price			\$ 7,410.00
GRAND TOTAL FOR BID #22-008				\$	7,352,580.00	
				Techline		
				Bidder		
				Gary Troxell		
				Signature - Bidder's Sales		
				10/26/2021		

November 22, 2021

Item No. 9.1.

Comprehensive Plan Amendment Processes and Notifications

Sponsor: Amy Albright

Reviewed By CBC: Planning & Zoning Commission

Agenda Caption: Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Appendix A, "Unified Development Ordinance," Section 3.2 "General Approval Procedures" and Section 3.22 "Comprehensive Plan Amendment" of the Code of Ordinances of the City of College Station, Texas, regarding Comprehensive Plan Amendment processes and notifications.

Relationship to Strategic Goals:

- Good Governance
- Neighborhood Integrity

Recommendation(s): The Planning & Zoning Commission heard this item on November 4, 2021 and recommended approval. Staff recommends approval.

Summary: City Council requested that City staff develop and present options for supporting communication between developers and neighborhoods. Staff present the following Unified Development Ordinance amendments based on direction given during a workshop presentation to City Council.

Background: City Council requested that City staff develop and present options for supporting communication between developers and neighborhoods. Planning and Development Services staff presented a workshop item on this topic to City Council on August 26, 2021. Two of the recommendations were requiring a mailed notice for Comprehensive Plan Future Land Use & Character Map amendments as well as requiring neighborhood meetings for Comprehensive Plan Future Land Use & Character Map amendments. Council recommended staff proceed with making these modifications within the Unified Development Ordinance. Staff also identified a need to limit the timeframe in which Comprehensive Plan Amendment applications may be submitted during major Comprehensive Plan updates. This stemmed from the complexities to process Comprehensive Plan Amendment applications concurrently with the ten-year Comprehensive Plan update. Staff recommends that Comprehensive Plan Amendment applications be paused six months prior to a major update in order to prevent conflicts between the requests and update.

Budget & Financial Summary: N/A

Attachments:

1. Ordinance
2. Sec. 3.2 General Approval Procedures Redline
3. Sec. 3.22 Comprehensive Plan Amendment Redline

ORDINANCE NO. _____

AN ORDINANCE AMENDING APPENDIX A, “UNIFIED DEVELOPMENT ORDINANCE,” ARTICLE 3, “DEVELOPMENT REVIEW PROCEDURES,” SECTION 3-2, “GENERAL APPROVAL PROCEDURES,” AND SECTION 3-22, “COMPREHENSIVE PLAN AMENDMENT,” OF THE CODE OF ORDINANCES OF THE CITY OF COLLEGE STATION, TEXAS, BY AMENDING CERTAIN SECTIONS RELATING TO COMPREHENSIVE PLAN AMENDMENT PROCESSES AND NOTIFICATIONS; PROVIDING A SEVERABILITY CLAUSE; DECLARING A PENALTY; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS:

- PART 1:** That Appendix A, “Unified Development Ordinance,” Article 3, “Development Review Procedures,” Section 3-2, “General Approval Procedures,” and Section 3-22, “Comprehensive Plan Amendment,” of the Code of Ordinances of the City of College Station, Texas, be amended as set out in **Exhibit “A” and “B”** attached hereto and made a part of this Ordinance for all purposes.
- PART 2:** If any provision of this Ordinance or its application to any person or circumstances is held invalid or unconstitutional, the invalidity or unconstitutionality does not affect other provisions or application of this Ordinance or the Code of Ordinances of the City of College Station, Texas, that can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this Ordinance are severable.
- PART 3:** That any person, corporation, organization, government, governmental subdivision or agency, business trust, estate, trust, partnership, association and any other legal entity violating any of the provisions of this Ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine of not less than twenty five dollars (\$25.00) and not more than five hundred dollars (\$500.00) or more than two thousand dollars (\$2,000) for a violation of fire safety, zoning, or public health and sanitation ordinances, other than the dumping of refuse. Each day such violation shall continue or be permitted to continue, shall be deemed a separate offense.
- PART 4:** This Ordinance is a penal ordinance and becomes effective ten (10) days after its date of passage by the City Council, as provided by City of College Station Charter Section 35.

PASSED, ADOPTED and APPROVED this _____ day of _____, 20__.

ATTEST:

APPROVED:

City Secretary

Mayor

APPROVED:

City Attorney

Exhibit A

That Appendix A, “Unified Development Ordinance,” Article 3, “Development Review Procedures,” Section 3-2, “General Approval Procedures,” of the Code of Ordinances of the City of College Station, Texas, is hereby amended to read as follows:

Sec. 3.2. General Approval Procedures.**A. Conformity with Unified Development Ordinance (UDO) and the Comprehensive Plan.**

The provisions of this UDO and the Comprehensive Plan shall apply to and be binding on any and all persons seeking to develop, redevelop, or otherwise change existing land uses within the corporate limits of the City of College Station and, where applicable, its extraterritorial jurisdiction (ETJ). Compliance with the UDO and the Comprehensive Plan includes the dedication and construction of identified infrastructure, right-of-way, and improvement of specified facilities including but not limited to pedestrian facilities, bicycle facilities, thoroughfares, etc.

B. Preapplication Conference.

Prior to the submission of any application required by this UDO, applicants are encouraged to schedule and attend an optional preapplication conference with the City Staff.

Preapplication conferences with City Staff may be used to discuss, in general, procedures, standards, or regulations relating to a proposed development. If a preapplication conference is requested, the Administrator may require the applicant to submit information prior to the preapplication conference to allow City Staff time to review the proposal. Any proposed development submitted or discussed as a part of a preapplication conference shall not be considered a plan, plat, or permit application but will be considered an informal request for information prior to the actual plat, plan, or permit application.

C. Application Forms and Fees.

The following regulations shall apply to all applications:

1. Forms.

Applications required under this UDO shall be submitted using correct, completed forms, where applicable, along with any requested information and attachments, and in such numbers as required by the City, including any checklists for submittals. The Administrator shall have the authority to request any other pertinent information required to ensure compliance with this UDO.

2. Electronic Submission Required.

All plats and site plans shall be prepared and submitted upon request in an electronic form acceptable to the Administrator and compatible with the City's Geographic Information System (GIS).

3. Fees.

Filing fees shall be established from time-to-time by resolution of the City Council for the purpose of defraying the actual cost of processing the application.

- a. All required fees shall be made payable to "The City of College Station."
- b. An applicant who has paid the appropriate fee pursuant to submission of an application, but who chooses to withdraw such application prior to any notification, review, or action taken, shall be entitled to a refund of fifty (50) percent of the total amount paid upon written request to the City except that the filing fee required for text or map amendments shall not be refundable.
- c. The Administrator may waive or reduce development-related fees on a case-by-case basis pursuant to applicable law or when the City is the applicant.

D. Application Deadline.

All applications shall be completed and submitted to the Administrator in accordance with a submittal deadline schedule established by the City. All applications not delivered to the City by a date and time according to the submittal deadline schedule shall be considered timely received for the next official submittal deadline. An application shall not be considered officially submitted until application completeness has been determined in accordance with this UDO.

E. Application Completeness.

An application shall be considered submitted only after the Administrator has determined it is complete as set forth herein. This includes determining whether it is accompanied with any required forms, mandatory information (including all exhibits), and the applicable fee. A determination of completeness does not constitute a determination of compliance with the substantive requirements of this UDO nor precludes that additional information and/or documents may still be required as identified during the formal review of the application. If an application is determined to be incomplete, no further processing of the application shall occur until the deficiencies are corrected. An application of any kind under this Article expires and application fee forfeited on or after the forty-fifth (45th) day after the application is deemed incomplete if:

1. The applicant fails to provide documents or other information necessary to comply with the technical requirements of this UDO as to form and content of the submittal;
2. The City notifies the applicant, in writing, of the failure to provide specific documents or other information within ten (10) business days from the filing date, noting the date the application will expire if same is not provided; and
3. The applicant fails to provide the specified documents or other information within the time provided in the notice.

No vested rights accrue solely from the filing of an application that has expired pursuant to this Section, or from the filing of a complete application that is subsequently denied.

F. Standards of Review.

Applications shall be reviewed based on the ordinances which are in effect at the time the permit application is submitted with the City. It is the responsibility of the applicant to inform the Administrator if vesting is claimed on a specific project application and to which

ordinance the claim is vested in accordance with Chapter 245 of the Texas Local Government Code. This information shall be conveyed to the Administrator as part of the permit application. The Administrator may attempt to inform the applicant if a project is able to vest to a previously adopted ordinance. Notwithstanding anything in this UDO to the contrary, vesting is limited to that which is provided in Chapter 245 of the Texas Local Government Code or other applicable law.

G. Required Public Notice.

1. Summary of Notice Required.

Notice shall be required for development review as shown in the following table.

Application Type	Published	Mailed	Agenda Posted
Comprehensive Plan Amendment	X	X**	X
Zoning Map Amend. (Rezoning)	X	X	X
UDO Text Amendment	X		X
Conditional Use Permit	X	X	X
Subdivision - Replats*	X*	X*	X
Design District - Site Plan/Bldg.			X
Certificate of Appropriateness			X
Certificate of Demolition (No economically viable use)	X	X	X
Variances - ZBA	X	X	X
Appeals - Site Plan & Driveway			X
Waiver - Subdivision Design			X
Waiver - Buffer Requirements			X
Administrative Appeals	X		X
Development Exaction Appeal			X

* Only when required per the Texas Local Government Code.

** Applies only to amendments to the Comprehensive Plan's Future Land Use and Character Map. Shall not apply to Comprehensive Plan major evaluations and updates, which have their own public notification and input processes.

2. Specific Notice Requirements.

a. Published Notice.

A Public Hearing Notice shall be placed by the Administrator at least once in the official newspaper of the City before the fifteenth (15th) day before the date of the hearing for the purpose of notifying the public of the time and place of such public hearing and the substance of the public hearing agenda items that may be considered or reviewed.

b. Mailed Notice.

A notice of public hearing shall be sent to owners of record of real property, as indicated by the most recently approved municipal tax roll, within two hundred

(200) feet of the parcel under consideration. The notice may be served by its deposit, properly addressed with postage paid, in U.S. mail before the fifteenth (15th) day before the date of the hearing.

c. Content of Notice.

A published or mailed notice shall provide at least the following specific information:

- 1) The general location of land that is the subject of the application;
- 2) The substance of the application, including the magnitude of proposed development and the current zoning district;
- 3) The time, date, and location of the public hearing; and
- 4) A phone number to contact the City.

d. Mailed Notice of Approval Requirements.

As required per the Texas Local Government Code for certain replats, such a replat that does not have a public hearing shall provide notice of approval to owners of record (as indicated by the most recently approved municipal or county tax roll) of lots in the original subdivision that are within two hundred (200) feet of the lots to be replatted. The notification shall be mailed no later than the fifteenth (15th) day after the replat is approved. The notice must include the zoning designation of the property after the replat and a telephone number and e-mail address an owner of a lot may use to contact the municipality about the replat.

3. Public Hearing Signs.

In addition to meeting the minimum statutory notice requirements, for the purpose of notifying the public the Administrator may require the installation of a sign on the property advertising the public hearing. The specifications including size, location, and content of public hearing signs shall be established by the Administrator.

4. Required Hearings and Reviewing Body.

The following table illustrates the types of review requiring a public hearing and the review body responsible for conducting the hearing.

Application Type	Zoning Board of Adjustment	Landmark Commission	Planning and Zoning Commission	City Council
Comprehensive Plan Amendment			X	X
Zoning Map Amendment (Rezoning)			X	X
Zoning Map Amendment (Rezoning - Historic Preservation Overlay District)		X	X	X

Certificate of Demolition (No economically viable use)		X		
UDO Text Amendment			X	X
Conditional Use Permit			X	X
Subdivision*			X	
Variances - ZBA	X			
Administrative Appeals	X			
Development Exaction Appeal			X	X**

* Only when required per the Texas Local Government Code.

** Request is considered by Council only if Planning and Zoning Commission's decision is appealed.

H. **Simultaneous Processing of Applications.**

Two (2) or more forms of review and approval are typically required in the development process. Development proposals that require applications for Zoning Map Amendments (Rezoning) are required to be acted upon by the City Council before plat and other development applications will be accepted for review by the City. In addition, Preliminary Plans are to be acted upon by the Planning and Zoning Commission or the Administrator before a subsequent Final Plat will be accepted for review by the City. At the discretion of the Administrator, plat and other applications for development approvals may be processed simultaneously, so long as the approval procedures for each individual application can be completed pursuant to the requirements of this UDO. Such processing shall occur at the applicant's own risk.

I. **Expiration of Applications, Permits, and Projects.**

1. **Expiration of Inactive Applications.**

An application that has been determined to be administratively complete and written staff review comments provided to the applicant shall be deemed expired and closed in ninety (90) calendar days from the date the most recent written review comments were provided by the City to the applicant, if the applicant has not taken action by providing written response comments and revised documents to the Administrator that seek to address the review comments.

2. **Expiration of Approved Permits.**

- a. Unless otherwise specified by this UDO, any individual permit, authorization or approval required in this UDO expires twenty-four (24) months from the date of approval, or as may be further extended pursuant to the terms of this UDO, if no progress has been made towards completion of the project. For purposes of this Section, progress towards completion of the project is as defined by Chapter 245 of the Texas Local Government Code.
- b. If no expiration date was in effect at the time the approval of the permit occurred, an expiration date of twenty-four (24) months from the approval shall apply.

3. Expiration of Projects.

- a. For projects requiring more than one (1) permit, authorization or approval, there shall be a project expiration date of five (5) years from the date the first complete application is filed for the project or from the date vesting occurs pursuant to Chapter 245 Texas Local Government Code if no progress is made towards completion of the project or if the expiration date is not otherwise further extended pursuant to the terms of this UDO. For purposes of this Section, progress towards completion of the project is as defined by Chapter 245 of the Texas Local Government Code.
- b. Any application for a new permit, authorization for approval or application to replace an existing approved permit shall be deemed to commence a new development project, as of the date it is filed, if the new application is not compatible with the permits preceding it in regards to the type of proposed use(s), nature of the development, or significant changes to density or infrastructure demands.

J. Appeals from Development Exaction Requirements.**1. Purpose.**

The purpose of a petition for relief from a dedication or public infrastructure requirement is to ensure that the application of uniform dedication and construction standards to a proposed development does not result in a disproportionate burden on the property when considering the nature and extent of the demands created by the proposed development on the City's roadways and other public infrastructure.

2. Applicability.

A petition for relief under this Section may be filed by the applicant to contest any requirement to dedicate land or to construct public improvements as required by this UDO, the Bryan/College Station Unified Design Guidelines, or any other public infrastructure standards in any ordinance or regulation to a plat application or to any related development related development application authorized by the City or attached as a condition to approval of the application. A petition for relief shall not be used to waive a standard on grounds subject to other appeal and waiver criteria outlined in this UDO.

3. Petition Requirements.**a. Form of Petition.**

The petition for relief from a dedication or construction requirement shall allege that application of the standard relating to the dedication or construction requirement is not roughly proportional to the nature and extent of the impacts created by the proposed development on the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure.

b. Required Supporting Documentation.

The applicant shall provide information in support of the petition for relief that includes the following:

- 1) Total capacity of the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure to be utilized by the proposed development, employing standard measures of capacity and equivalency tables relating the type of development proposed to the quantity of system capacity to be consumed by the development. If the proposed development is to be developed in phases, such information also shall be provided for the entire development proposed, including any phases already developed;
- 2) Total capacity to be supplied to the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure by the proposed dedication of an interest in land or construction of public infrastructure. If the application is part of a phased development, the information shall include any capacity supplied by prior dedications or construction of public infrastructure;
- 3) Comparison of the capacity of the City's public facilities system(s) to be consumed by the proposed development with the capacity to be supplied to such system(s) by the proposed dedication of an interest in land or construction of public infrastructure. In making this comparison, the impacts on the City's public infrastructure system(s) from the entire development shall be considered;
- 4) The effect of any City participation in the costs of oversizing the public improvement to be constructed in accordance with the City's requirements;
- 5) Any and all other information that alleges the dedication or construction requirement imposed by the City is not roughly proportional to the impacts created by the proposed development;
- 6) The proportionality analysis should not only be based on any immediate plans for the property but should be based on the size of the property, existing and proposed use of the property, and the development potential permitted by the existing zoning; and
- 7) Only costs directly related to the dedication or construction requirements should be included in the analysis. Indirect costs, such as applications, permits, and fees, shall not be included.

c. **Time for Filing Petition and Supporting Documentation.**

A petition for relief from a dedication or construction requirement shall be filed with the Development Engineer within fourteen (14) calendar days following the Commission's decision to approve, conditionally approve or deny an application for approval of an application. The information in support of the petition as set forth above shall be filed with the Development Engineer within sixty (60) calendar days following the initial decision, unless the applicant (petitioner for relief) seeks an extension in writing. The Development Engineer may extend the time for submitting the information for a period not to exceed an additional thirty (30) calendar days for good cause shown.

d. **Land in Extraterritorial Jurisdiction (ETJ).**

Where land or facilities to be dedicated are located in the ETJ of the City and are to be dedicated to the applicable county, a petition for relief or documentation in support of the petition shall be accepted as complete for review by the Development Engineer only when such petition or study is accompanied by verification that a copy has been delivered to and accepted by the applicable county.

4. Processing of Petitions and Decision.

a. Responsible Official.

The Development Engineer shall be the responsible official for reviewing a petition for relief from a dedication or construction requirement. Where the petition is for relief from dedication of land or construction of a facility in the City's ETJ that is to be dedicated to the applicable county, the Development Engineer shall coordinate a recommendation with the appropriate county official responsible for reviewing plats.

b. Evaluation and Recommendation.

- 1) The Development Engineer shall evaluate the petition and supporting documentation and shall make a recommendation to the Commission for their consideration and recommendation to the City Council, if applicable.
- 2) In evaluating the petition and documentation, the Development Engineer shall take into account the maximum amount of any impact fees to be charged against the development for the type of public infrastructure that is the subject of the petition, or similar developments on the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure. The Development Engineer may utilize any reasonable methodology to evaluate, affirm, or refute the applicant's petition and supporting documentation.
- 3) In order to achieve proportionality between the demands created by a proposed development on public facilities and the obligation to provide adequate public facilities, the City may participate in the costs of public infrastructure, credit or offset developer's proposed obligations or otherwise relieve the property owner of any of the obligations in response to a petition for relief from a dedication or construction requirement.

c. Decision-Maker.

The Commission shall decide the petition for relief from a dedication or construction requirement.

d. Public Hearing.

The Commission shall conduct a public hearing within thirty (30) calendar days after the final documentation supporting the petition is filed by the applicant with the Development Engineer.

e. Burden of Proof.

The applicant bears the burden of proof to demonstrate that the application of a dedication or construction requirement imposes a disproportionate burden on the applicant.

f. Decision.

The Commission shall consider the petition for relief from a dedication or construction requirement based upon the following criteria:

- 1) The Commission shall determine whether the application of the standard or condition is roughly proportional to the nature and extent of the impacts created by the proposed development on the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure, and whether the application of the standard or condition reasonably benefits the development.
- 2) In making such determination, the Commission shall consider the documentation submitted by the applicant, the report and recommendation of the Development Engineer and, where the property is located within the City's ETJ, any recommendations from the county official, as applicable.

g. Action.

Based on the decision criteria stated above, the Commission may take one (1) or more of the following actions:

- 1) Deny the petition for relief, and impose the dedication or construction requirement as required by this UDO;
- 2) Deny the petition for relief in whole or in part, upon finding that the proposed dedication or construction requirements are inadequate to offset the impacts of the development on the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure; or
- 3) Grant the petition for relief in whole or in part, and waive any dedication or construction requirement to the extent necessary to achieve proportionality, including consideration of alternative designs for the public infrastructure systems or improvements.

h. Notification of Decision on Petition.

The applicant shall be notified of the decision on the petition for relief by the Development Engineer within fourteen (14) calendar days following the Commission's decision.

5. Appeal of the Decision on a Petition for Relief.

a. Initiation of an Appeal.

The applicant, the Administrator, or no less than four (4) voting members of City Council may appeal the decision of the Commission within fourteen (14) calendar days following the date of the Commission's decision:

- 1) For an applicant-initiated appeal, a letter stating the reasons for the appeal, citing the specific section(s) of the applicable ordinance requirement, shall be submitted by the applicant.
- 2) The Administrator may, on his/her own initiative, appeal the decision of the Commission by scheduling an appeal on the City Council's next available regularly scheduled meeting that occurs after the Commission meeting at which the decision was made.
- 3) For a City Council-initiated appeal, the Council shall consider and act on whether it will appeal the Commission's decision at its next available regularly scheduled meeting that occurs after the Commission meeting at which the decision was made.

b. Notification of Appeal.

Both the applicant and the City shall be notified of the appeal request within fourteen (14) calendar days. Appeals by the applicant shall include all documentation submitted for the appeal.

c. Council Decision.

The City Council shall consider a properly submitted appeal at its next available regularly scheduled meeting. The City Council may affirm, modify or reverse the decision of the Commission by simple majority vote. The decision of the City Council is final.

6. Expiration or Failure to File Application.

Where an application was denied based upon the imposition of the standard requiring dedication of land or construction of a required public infrastructure and the Commission's decision, if not further appealed (or the City Council's decision if further appealed as applicable), is to grant some level of relief, the applicant must resubmit the application within sixty (60) calendar days following the date the relief is granted. If such re-submittal of the application is not made within the sixty-day period, the relief granted by the Commission (or City Council as applicable) on the petition shall expire.

7. Effect of Relief.

- a. The Development Engineer may require the applicant to submit a modified application or supporting materials consistent with the relief granted by the Commission on the petition.
- b. The relief granted on the petition shall remain in effect for the period the application is in effect, and shall expire upon expiration of the plat or related application.

K. Figures and Flow Charts.

The figures and flow charts provided in this UDO are intended to be graphical representations of procedures or standards set forth in this UDO to assist in understanding the requirements of this UDO and are not intended to be requirements themselves.

Per Ordinance No. 2011-3308 (January 13, 2011)

(Ord. No. 2012-3449 , Pt. 1(Exh. E), 9-27-2012; Ord. No. 2017-3967 , Pt. 1(Exh. D), 12-14-2017; Ord. No. 2020-4214 , Pt. 1(Exh. A), 10-8-2020)

Exhibit B

That Appendix A, “Unified Development Ordinance,” Article 3, “Development Review Procedures,” Section 3-22, “Comprehensive Plan Amendment,” of the Code of Ordinances of the City of College Station, Texas, is hereby amended to read as follows:

Sec. 3.22. Comprehensive Plan Amendment.

A. Purpose.



For the purpose of establishing and maintaining sound, stable, and desirable development within the territorial limits of the City, the Comprehensive Plan, including specifically, the Land Use Plan and the Thoroughfare Plan, shall be amended only based upon changed or changing conditions in a particular area or in the City.

B. Initiation of Amendment.

An amendment may be initiated by:

1. City Council on its own motion;
2. The Planning and Zoning Commission;
3. The Administrator; or
4. The property owner(s).

C. Amendment Application.

A complete application for a Comprehensive Plan amendment shall be submitted to the Administrator as set forth in the General Approval Procedures Section in Article 3 of this UDO.

D. Time Limitations on Applications

Comprehensive Plan Amendment applications may be submitted on a rolling basis, except during the six (6) month period prior to a Comprehensive Plan major evaluation or update. The beginning of the six (6) month time limitation period shall be determined by counting backward from the expected date of the Comprehensive Plan evaluation or update public hearing before the Planning and Zoning Commission.

E. Approval Process.**1. Project Proposal Meeting.**

After submitting an application for a Comprehensive Plan Amendment to the Future Land Use and Character Map or attending a Pre-Application Conference relating to the same, the applicant shall request to set up a Project Proposal Meeting with City Staff. The purpose of this meeting is to begin communicating with the local neighborhood early on in the process, and is not a forum for final decisions or the acceptance of formal comments concerning public support or opposition.

Project Proposal Meetings shall abide by the following minimum requirements:

1. The applicant or an authorized representative must schedule and facilitate a minimum of one Project Proposal Meeting to discuss the application or proposal. At a minimum, property owners within 200 feet of the subject property must be notified by the applicant or authorized representative.
2. When possible, City staff shall be present at the meeting to address questions relating to City processes and requirements.
3. The Project Proposal Meeting shall be held on or in close proximity to the subject property, or virtually.
4. The Project Proposal Meeting shall be held 30-60 days prior to the corresponding Planning and Zoning Commission meeting.

2. Review and Report by Administrator.

Once the application is complete, the Administrator shall review the proposed amendment in light of the remainder of the Comprehensive Plan and conditions in the City, and give a report to the Commission and Council.

3. Recommendation by Planning and Zoning Commission.**a. Notice.**

The Planning and Zoning Commission shall publish, post, and mail public notice in accordance with the General Approval Procedures Section in Article 3 of this UDO, and shall recommend to the City Council such action as the Commission deems proper.

b. Public Hearing.

A public hearing shall be held by the Planning and Zoning Commission before making a report to the City Council.

c. **Review and Action by Planning and Zoning Commission.**

The Planning and Zoning Commission shall review the amendment and approve, approve with conditions, deny, or determine that the proposed development complies with the Comprehensive Plan and no amendment is required. If the Commission determines that no amendment is required, the applicant may proceed with the next step in the development process. No further action by the City Council is required.

4. **City Council Action.**

a. **Notice.**

The City Council shall publish, post, and mail public notice in accordance with the General Approval Procedures Section in Article 3 of this UDO, before taking final action on a petition to amend the Comprehensive Plan.

b. **Public Hearing.**

The City Council shall hold a public hearing and approve, approve with modifications, or disapprove the application to amend the Comprehensive Plan.

c. **Review and Final Action by City Council.**

In determining whether to approve, approve with modifications, or disapprove the application to amend the Comprehensive Plan, the City Council shall consider the following matters regarding the proposed amendment:

- 1) Changed or changing conditions in the subject area of the City;
- 2) Compatibility with the existing uses, development patterns, and character of the immediate area concerned, the general area, and the City as a whole;
- 3) Impact on environmentally sensitive and natural areas;
- 4) Impacts on infrastructure, including water, wastewater, drainage, and the transportation network; and
- 5) Consistency with the goals and strategies set forth in the Comprehensive Plan.

F. **Limitation on Reapplication.**

If a petition for a plan amendment is denied by the City Council, another petition for reclassification of the same property or any portion thereof shall not be considered within a period of one hundred eighty (180) days from the date of denial, unless the Planning and Zoning Commission finds that one (1) of the following factors are applicable:

1. There is a substantial change in circumstances relevant to the issues and/or facts considered during review of the application that might reasonably affect the decision-making body's application of the relevant review standards to the development proposed in the application; or
2. New or additional information is available that was not available at the time of the review that might reasonably affect the decision-making body's application of the relevant review standards to the development proposed; or

3. A new application is proposed to be submitted that is materially different from the prior application (e.g., proposes new uses or a substantial decrease in proposed densities or intensities); or

4. The final decision on the application was based on a material mistake of fact.

(Ord. No. 2012-3449 , Pt. 1(Exh. E), 9-27-2012; Ord. No. 2018-3984 , Pt. 1(Exh. B), 2-8-2018)

Sec. 3.2. General Approval Procedures.

A. Conformity with Unified Development Ordinance (UDO) and the Comprehensive Plan.

The provisions of this UDO and the Comprehensive Plan shall apply to and be binding on any and all persons seeking to develop, redevelop, or otherwise change existing land uses within the corporate limits of the City of College Station and, where applicable, its extraterritorial jurisdiction (ETJ). Compliance with the UDO and the Comprehensive Plan includes the dedication and construction of identified infrastructure, right-of-way, and improvement of specified facilities including but not limited to pedestrian facilities, bicycle facilities, thoroughfares, etc.

B. Preapplication Conference.

Prior to the submission of any application required by this UDO, applicants are encouraged to schedule and attend an optional preapplication conference with the City Staff. Preapplication conferences with City Staff may be used to discuss, in general, procedures, standards, or regulations relating to a proposed development. If a preapplication conference is requested, the Administrator may require the applicant to submit information prior to the preapplication conference to allow City Staff time to review the proposal. Any proposed development submitted or discussed as a part of a preapplication conference shall not be considered a plan, plat, or permit application but will be considered an informal request for information prior to the actual plat, plan, or permit application.

C. Application Forms and Fees.

The following regulations shall apply to all applications:

1. Forms.

Applications required under this UDO shall be submitted using correct, completed forms, where applicable, along with any requested information and attachments, and in such numbers as required by the City, including any checklists for submittals. The Administrator shall have the authority to request any other pertinent information required to ensure compliance with this UDO.

2. Electronic Submission Required.

All plats and site plans shall be prepared and submitted upon request in an electronic form acceptable to the Administrator and compatible with the City's Geographic Information System (GIS).

3. Fees.

Filing fees shall be established from time-to-time by resolution of the City Council for the purpose of defraying the actual cost of processing the application.

- a. All required fees shall be made payable to "The City of College Station."
- b. An applicant who has paid the appropriate fee pursuant to submission of an application, but who chooses to withdraw such application prior to any notification, review, or action taken, shall be entitled to a refund of fifty (50) percent of the total amount paid upon written request to the City except that the filing fee required for text or map amendments shall not be refundable.
- c. The Administrator may waive or reduce development-related fees on a case-by-case basis pursuant to applicable law or when the City is the applicant.

D. Application Deadline.

All applications shall be completed and submitted to the Administrator in accordance with a submittal deadline schedule established by the City. All applications not delivered to the City by a date and time according to the submittal deadline schedule shall be considered timely received for the next official

submittal deadline. An application shall not be considered officially submitted until application completeness has been determined in accordance with this UDO.

E. Application Completeness.

An application shall be considered submitted only after the Administrator has determined it is complete as set forth herein. This includes determining whether it is accompanied with any required forms, mandatory information (including all exhibits), and the applicable fee. A determination of completeness does not constitute a determination of compliance with the substantive requirements of this UDO nor precludes that additional information and/or documents may still be required as identified during the formal review of the application. If an application is determined to be incomplete, no further processing of the application shall occur until the deficiencies are corrected. An application of any kind under this Article expires and application fee forfeited on or after the forty-fifth (45th) day after the application is deemed incomplete if:

1. The applicant fails to provide documents or other information necessary to comply with the technical requirements of this UDO as to form and content of the submittal;
2. The City notifies the applicant, in writing, of the failure to provide specific documents or other information within ten (10) business days from the filing date, noting the date the application will expire if same is not provided; and
3. The applicant fails to provide the specified documents or other information within the time provided in the notice.

No vested rights accrue solely from the filing of an application that has expired pursuant to this Section, or from the filing of a complete application that is subsequently denied.

F. Standards of Review.

Applications shall be reviewed based on the ordinances which are in effect at the time the permit application is submitted with the City. It is the responsibility of the applicant to inform the Administrator if vesting is claimed on a specific project application and to which ordinance the claim is vested in accordance with Chapter 245 of the Texas Local Government Code. This information shall be conveyed to the Administrator as part of the permit application. The Administrator may attempt to inform the applicant if a project is able to vest to a previously adopted ordinance. Notwithstanding anything in this UDO to the contrary, vesting is limited to that which is provided in Chapter 245 of the Texas Local Government Code or other applicable law.

G. Required Public Notice.

1. Summary of Notice Required.

Notice shall be required for development review as shown in the following table.

Application Type	Published	Mailed	Agenda Posted
Comprehensive Plan Amendment	X	X**	X
Zoning Map Amend. (Rezoning)	X	X	X
UDO Text Amendment	X		X
Conditional Use Permit	X	X	X
Subdivision - Replats*	X*	X*	X
Design District - Site Plan/Bldg.			X
Certificate of Appropriateness			X
Certificate of Demolition (No economically viable use)	X	X	X
Variances - ZBA	X	X	X
Appeals - Site Plan & Driveway			X
Waiver - Subdivision Design			X

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Waiver - Buffer Requirements			X
Administrative Appeals	X		X
Development Exaction Appeal			X

* Only when required per the Texas Local Government Code.

** Applies only to amendments to the Comprehensive Plan's Future Land Use and Character Map. Shall not apply to Comprehensive Plan major evaluations and updates, which have their own public notification and input processes.

2. Specific Notice Requirements.

a. Published Notice.

A Public Hearing Notice shall be placed by the Administrator at least once in the official newspaper of the City before the fifteenth (15th) day before the date of the hearing for the purpose of notifying the public of the time and place of such public hearing and the substance of the public hearing agenda items that may be considered or reviewed.

b. Mailed Notice.

A notice of public hearing shall be sent to owners of record of real property, as indicated by the most recently approved municipal tax roll, within two hundred (200) feet of the parcel under consideration. The notice may be served by its deposit, properly addressed with postage paid, in U.S. mail before the fifteenth (15th) day before the date of the hearing.

c. Content of Notice.

A published or mailed notice shall provide at least the following specific information:

- 1) The general location of land that is the subject of the application;
- 2) The substance of the application, including the magnitude of proposed development and the current zoning district;
- 3) The time, date, and location of the public hearing; and
- 4) A phone number to contact the City.

d. Mailed Notice of Approval Requirements.

As required per the Texas Local Government Code for certain replats, such a replat that does not have a public hearing shall provide notice of approval to owners of record (as indicated by the most recently approved municipal or county tax roll) of lots in the original subdivision that are within two hundred (200) feet of the lots to be replatted. The notification shall be mailed no later than the fifteenth (15th) day after the replat is approved. The notice must include the zoning designation of the property after the replat and a telephone number and e-mail address an owner of a lot may use to contact the municipality about the replat.

3. Public Hearing Signs.

In addition to meeting the minimum statutory notice requirements, for the purpose of notifying the public the Administrator may require the installation of a sign on the property advertising the public hearing. The specifications including size, location, and content of public hearing signs shall be established by the Administrator.

4. Required Hearings and Reviewing Body.

The following table illustrates the types of review requiring a public hearing and the review body responsible for conducting the hearing.

Application Type	Zoning Board of Adjustment	Landmark Commission	Planning and Zoning Commission	City Council
Comprehensive Plan Amendment			X	X
Zoning Map Amendment (Rezoning)			X	X
Zoning Map Amendment (Rezoning - Historic Preservation Overlay District)		X	X	X
Certificate of Demolition (No economically viable use)		X		
UDO Text Amendment			X	X
Conditional Use Permit			X	X
Subdivision*			X	
Variances - ZBA	X			
Administrative Appeals	X			
Development Exaction Appeal			X	X**

* Only when required per the Texas Local Government Code.

** Request is considered by Council only if Planning and Zoning Commission's decision is appealed.

H. **Simultaneous Processing of Applications.**

Two (2) or more forms of review and approval are typically required in the development process. Development proposals that require applications for Zoning Map Amendments (Rezoning) are required to be acted upon by the City Council before plat and other development applications will be accepted for review by the City. In addition, Preliminary Plans are to be acted upon by the Planning and Zoning Commission or the Administrator before a subsequent Final Plat will be accepted for review by the City. At the discretion of the Administrator, plat and other applications for development approvals may be processed simultaneously, so long as the approval procedures for each individual application can be completed pursuant to the requirements of this UDO. Such processing shall occur at the applicant's own risk.

I. **Expiration of Applications, Permits, and Projects.**

1. **Expiration of Inactive Applications.**

An application that has been determined to be administratively complete and written staff review comments provided to the applicant shall be deemed expired and closed in ninety (90) calendar days from the date the most recent written review comments were provided by the City to the applicant, if the applicant has not taken action by providing written response comments and revised documents to the Administrator that seek to address the review comments.

2. **Expiration of Approved Permits.**

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- a. Unless otherwise specified by this UDO, any individual permit, authorization or approval required in this UDO expires twenty-four (24) months from the date of approval, or as may be further extended pursuant to the terms of this UDO, if no progress has been made towards completion of the project. For purposes of this Section, progress towards completion of the project is as defined by Chapter 245 of the Texas Local Government Code.
 - b. If no expiration date was in effect at the time the approval of the permit occurred, an expiration date of twenty-four (24) months from the approval shall apply.
 3. **Expiration of Projects.**
 - a. For projects requiring more than one (1) permit, authorization or approval, there shall be a project expiration date of five (5) years from the date the first complete application is filed for the project or from the date vesting occurs pursuant to Chapter 245 Texas Local Government Code if no progress is made towards completion of the project or if the expiration date is not otherwise further extended pursuant to the terms of this UDO. For purposes of this Section, progress towards completion of the project is as defined by Chapter 245 of the Texas Local Government Code.
 - b. Any application for a new permit, authorization for approval or application to replace an existing approved permit shall be deemed to commence a new development project, as of the date it is filed, if the new application is not compatible with the permits preceding it in regards to the type of proposed use(s), nature of the development, or significant changes to density or infrastructure demands.

J. **Appeals from Development Exaction Requirements.**

1. **Purpose.**

The purpose of a petition for relief from a dedication or public infrastructure requirement is to ensure that the application of uniform dedication and construction standards to a proposed development does not result in a disproportionate burden on the property when considering the nature and extent of the demands created by the proposed development on the City's roadways and other public infrastructure.

2. **Applicability.**

A petition for relief under this Section may be filed by the applicant to contest any requirement to dedicate land or to construct public improvements as required by this UDO, the Bryan/College Station Unified Design Guidelines, or any other public infrastructure standards in any ordinance or regulation to a plat application or to any related development related development application authorized by the City or attached as a condition to approval of the application. A petition for relief shall not be used to waive a standard on grounds subject to other appeal and waiver criteria outlined in this UDO.

3. **Petition Requirements.**

a. **Form of Petition.**

The petition for relief from a dedication or construction requirement shall allege that application of the standard relating to the dedication or construction requirement is not roughly proportional to the nature and extent of the impacts created by the proposed development on the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure.

b. **Required Supporting Documentation.**

The applicant shall provide information in support of the petition for relief that includes the following:

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- 1) Total capacity of the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure to be utilized by the proposed development, employing standard measures of capacity and equivalency tables relating the type of development proposed to the quantity of system capacity to be consumed by the development. If the proposed development is to be developed in phases, such information also shall be provided for the entire development proposed, including any phases already developed;
 - 2) Total capacity to be supplied to the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure by the proposed dedication of an interest in land or construction of public infrastructure. If the application is part of a phased development, the information shall include any capacity supplied by prior dedications or construction of public infrastructure;
 - 3) Comparison of the capacity of the City's public facilities system(s) to be consumed by the proposed development with the capacity to be supplied to such system(s) by the proposed dedication of an interest in land or construction of public infrastructure. In making this comparison, the impacts on the City's public infrastructure system(s) from the entire development shall be considered;
 - 4) The effect of any City participation in the costs of oversizing the public improvement to be constructed in accordance with the City's requirements;
 - 5) Any and all other information that alleges the dedication or construction requirement imposed by the City is not roughly proportional to the impacts created by the proposed development;
 - 6) The proportionality analysis should not only be based on any immediate plans for the property but should be based on the size of the property, existing and proposed use of the property, and the development potential permitted by the existing zoning; and
 - 7) Only costs directly related to the dedication or construction requirements should be included in the analysis. Indirect costs, such as applications, permits, and fees, shall not be included.

c. Time for Filing Petition and Supporting Documentation.

A petition for relief from a dedication or construction requirement shall be filed with the Development Engineer within fourteen (14) calendar days following the Commission's decision to approve, conditionally approve or deny an application for approval of an application. The information in support of the petition as set forth above shall be filed with the Development Engineer within sixty (60) calendar days following the initial decision, unless the applicant (petitioner for relief) seeks an extension in writing. The Development Engineer may extend the time for submitting the information for a period not to exceed an additional thirty (30) calendar days for good cause shown.

d. Land in Extraterritorial Jurisdiction (ETJ).

Where land or facilities to be dedicated are located in the ETJ of the City and are to be dedicated to the applicable county, a petition for relief or documentation in support of the petition shall be accepted as complete for review by the Development Engineer only when such petition or study is accompanied by verification that a copy has been delivered to and accepted by the applicable county.

4. Processing of Petitions and Decision.

a. Responsible Official.

The Development Engineer shall be the responsible official for reviewing a petition for relief from a dedication or construction requirement. Where the petition is for relief from dedication of land or construction of a facility in the City's ETJ that is to be dedicated to the applicable county, the Development Engineer shall coordinate a recommendation with the appropriate county official responsible for reviewing plats.

b. Evaluation and Recommendation.

- 1) The Development Engineer shall evaluate the petition and supporting documentation and shall make a recommendation to the Commission for their consideration and recommendation to the City Council, if applicable.
- 2) In evaluating the petition and documentation, the Development Engineer shall take into account the maximum amount of any impact fees to be charged against the development for the type of public infrastructure that is the subject of the petition, or similar developments on the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure. The Development Engineer may utilize any reasonable methodology to evaluate, affirm, or refute the applicant's petition and supporting documentation.
- 3) In order to achieve proportionality between the demands created by a proposed development on public facilities and the obligation to provide adequate public facilities, the City may participate in the costs of public infrastructure, credit or offset developer's proposed obligations or otherwise relieve the property owner of any of the obligations in response to a petition for relief from a dedication or construction requirement.

c. Decision-Maker.

The Commission shall decide the petition for relief from a dedication or construction requirement.

d. Public Hearing.

The Commission shall conduct a public hearing within thirty (30) calendar days after the final documentation supporting the petition is filed by the applicant with the Development Engineer.

e. Burden of Proof.

The applicant bears the burden of proof to demonstrate that the application of a dedication or construction requirement imposes a disproportionate burden on the applicant.

f. Decision.

The Commission shall consider the petition for relief from a dedication or construction requirement based upon the following criteria:

- 1) The Commission shall determine whether the application of the standard or condition is roughly proportional to the nature and extent of the impacts created by the proposed development on the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure, and whether the application of the standard or condition reasonably benefits the development.
- 2) In making such determination, the Commission shall consider the documentation submitted by the applicant, the report and recommendation of the Development Engineer and, where the property is located within the City's ETJ, any recommendations from the county official, as applicable.

g. Action.

Based on the decision criteria stated above, the Commission may take one (1) or more of the following actions:

- 1) Deny the petition for relief, and impose the dedication or construction requirement as required by this UDO;
- 2) Deny the petition for relief in whole or in part, upon finding that the proposed dedication or construction requirements are inadequate to offset the impacts of the development on the City's water, wastewater, storm drainage, parks, roadway system or other public infrastructure; or
- 3) Grant the petition for relief in whole or in part, and waive any dedication or construction requirement to the extent necessary to achieve proportionality, including consideration of alternative designs for the public infrastructure systems or improvements.

h. Notification of Decision on Petition.

The applicant shall be notified of the decision on the petition for relief by the Development Engineer within fourteen (14) calendar days following the Commission's decision.

5. Appeal of the Decision on a Petition for Relief.

a. Initiation of an Appeal.

The applicant, the Administrator, or no less than four (4) voting members of City Council may appeal the decision of the Commission within fourteen (14) calendar days following the date of the Commission's decision:

- 1) For an applicant-initiated appeal, a letter stating the reasons for the appeal, citing the specific section(s) of the applicable ordinance requirement, shall be submitted by the applicant.
- 2) The Administrator may, on his/her own initiative, appeal the decision of the Commission by scheduling an appeal on the City Council's next available regularly scheduled meeting that occurs after the Commission meeting at which the decision was made.
- 3) For a City Council-initiated appeal, the Council shall consider and act on whether it will appeal the Commission's decision at its next available regularly scheduled meeting that occurs after the Commission meeting at which the decision was made.

b. Notification of Appeal.

Both the applicant and the City shall be notified of the appeal request within fourteen (14) calendar days. Appeals by the applicant shall include all documentation submitted for the appeal.

c. Council Decision.

The City Council shall consider a properly submitted appeal at its next available regularly scheduled meeting. The City Council may affirm, modify or reverse the decision of the Commission by simple majority vote. The decision of the City Council is final.

6. Expiration or Failure to File Application.

Where an application was denied based upon the imposition of the standard requiring dedication of land or construction of a required public infrastructure and the Commission's decision, if not further appealed (or the City Council's decision if further appealed as applicable), is to grant some level of relief, the applicant must resubmit the application within sixty (60) calendar days following the date the relief is granted. If such re-submittal of the application is not made within the sixty-day period, the relief granted by the Commission (or City Council as applicable) on the petition shall expire.

7. Effect of Relief.

- a. The Development Engineer may require the applicant to submit a modified application or supporting materials consistent with the relief granted by the Commission on the petition.
- b. The relief granted on the petition shall remain in effect for the period the application is in effect, and shall expire upon expiration of the plat or related application.

K. Figures and Flow Charts.

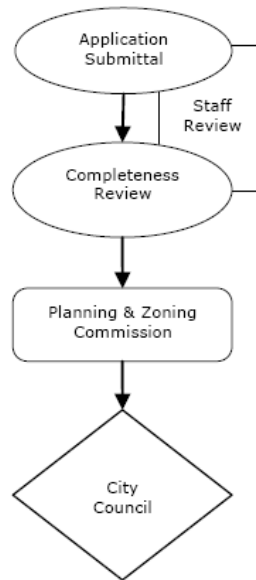
The figures and flow charts provided in this UDO are intended to be graphical representations of procedures or standards set forth in this UDO to assist in understanding the requirements of this UDO and are not intended to be requirements themselves.

Per Ordinance No. 2011-3308 (January 13, 2011)

(Ord. No. 2012-3449 , Pt. 1(Exh. E), 9-27-2012; Ord. No. 2017-3967 , Pt. 1(Exh. D), 12-14-2017; Ord. No. 2020-4214 , Pt. 1(Exh. A), 10-8-2020)

Sec. 3.22. Comprehensive Plan Amendment.

A. Purpose.



For the purpose of establishing and maintaining sound, stable, and desirable development within the territorial limits of the City, the Comprehensive Plan, including specifically, the Land Use Plan and the Thoroughfare Plan, shall be amended only based upon changed or changing conditions in a particular area or in the City.

B. Initiation of Amendment.

An amendment may be initiated by:

1. City Council on its own motion;
2. The Planning and Zoning Commission;
3. The Administrator; or
4. The property owner(s).

C. Amendment Application.

A complete application for a Comprehensive Plan amendment shall be submitted to the Administrator as set forth in the General Approval Procedures Section in Article 3 of this UDO.

D. Time Limitations on Applications

Comprehensive Plan Amendment applications may be submitted on a rolling basis, except during the six (6) month period prior to a Comprehensive Plan major evaluation or update. The beginning of the six (6) month time limitation period shall be determined by counting backward from the expected date of the Comprehensive Plan evaluation or update public hearing before the Planning and Zoning Commission.

ED. Approval Process.

1. Project Proposal Meeting.

After submitting an application for a Comprehensive Plan Amendment to the Future Land Use and Character Map or attending a Pre-Application Conference relating to the same, the applicant shall request to set up a Project Proposal Meeting with City Staff. The purpose of this meeting is to begin communicating with the local neighborhood early on in the process, and is not a forum for final decisions or the acceptance of formal comments concerning public support or opposition.

Project Proposal Meetings shall abide by the following minimum requirements:

1. The applicant or an authorized representative must schedule and facilitate a minimum of one Project Proposal Meeting to discuss the application or proposal. At a minimum, property owners within 200 feet of the subject property must be notified by the applicant or authorized representative.
2. When possible, City staff shall be present at the meeting to address questions relating to City processes and requirements.
3. The Project Proposal Meeting shall be held -on or in close proximity to the subject property, or virtually.
4. The Project Proposal Meeting shall be held 30-60 days prior to the corresponding Planning and Zoning Commission meeting.

2. Review and Report by Administrator.

Once the application is complete, the Administrator shall review the proposed amendment in light of the remainder of the Comprehensive Plan and conditions in the City, and give a report to the Commission and Council.

32. Recommendation by Planning and Zoning Commission.

a. Notice.

The Planning and Zoning Commission shall publish ~~and post~~ and mail public notice in accordance with the General Approval Procedures Section in Article 3 of this UDO, and shall recommend to the City Council such action as the Commission deems proper.

b. Public Hearing.

A public hearing shall be held by the Planning and Zoning Commission before making a report to the City Council.

c. Review and Action by Planning and Zoning Commission.

The Planning and Zoning Commission shall review the amendment and approve, approve with conditions, deny, or determine that the proposed development complies with the Comprehensive Plan and no amendment is required. If the Commission determines that no amendment is required, the applicant may proceed with the next step in the development process. No further action by the City Council is required.

43. City Council Action.

a. Notice.

The City Council shall publish ~~and post~~ and mail public notice in accordance with the General Approval Procedures Section in Article 3 of this UDO, before taking final action on a petition to amend the Comprehensive Plan.

b. Public Hearing.

The City Council shall hold a public hearing and approve, approve with modifications, or disapprove the application to amend the Comprehensive Plan.

c. **Review and Final Action by City Council.**

In determining whether to approve, approve with modifications, or disapprove the application to amend the Comprehensive Plan, the City Council shall consider the following matters regarding the proposed amendment:

- 1) Changed or changing conditions in the subject area of the City;
- 2) Compatibility with the existing uses, development patterns, and character of the immediate area concerned, the general area, and the City as a whole;
- 3) Impact on environmentally sensitive and natural areas;
- 4) Impacts on infrastructure, including water, wastewater, drainage, and the transportation network; and
- 5) Consistency with the goals and strategies set forth in the Comprehensive Plan.

EE. Limitation on Reapplication.

If a petition for a plan amendment is denied by the City Council, another petition for reclassification of the same property or any portion thereof shall not be considered within a period of one hundred eighty (180) days from the date of denial, unless the Planning and Zoning Commission finds that one (1) of the following factors are applicable:

1. There is a substantial change in circumstances relevant to the issues and/or facts considered during review of the application that might reasonably affect the decision-making body's application of the relevant review standards to the development proposed in the application; or
2. New or additional information is available that was not available at the time of the review that might reasonably affect the decision-making body's application of the relevant review standards to the development proposed; or
3. A new application is proposed to be submitted that is materially different from the prior application (e.g., proposes new uses or a substantial decrease in proposed densities or intensities); or
4. The final decision on the application was based on a material mistake of fact.

(Ord. No. 2012-3449 , Pt. 1(Exh. E), 9-27-2012; Ord. No. 2018-3984 , Pt. 1(Exh. B), 2-8-2018)

November 22, 2021
Item No. 9.2.
Impact Fee Semi-Annual Report

Sponsor: Carol Cotter

Reviewed By CBC: Impact Fee Advisory Committee

Agenda Caption: Presentation, discussion, and possible action regarding a Semi-Annual Report on System-Wide Impact Fees for Water, Wastewater, and Roadway.

Relationship to Strategic Goals:

- Core Services & Infrastructure
- Diverse & Growing Economy

Recommendation(s): The Impact Fee Advisory Committee (IFAC) heard this item on November 4, 2021, and unanimously recommended acceptance of the report. Staff recommends that Council acknowledge and accept the Semi-Annual Report – No Further Action is required at this time.

Summary: The attached Impact Fee Semi-Annual Report is provided to the City Council in accordance with the Texas Local Government Code Chapter 395.058. The City of College Station adopted System-Wide Impact Fees for water, wastewater, and roadways in 2016. Fee implementation occurred in phases, with full fee implementation having occurred in December of 2018. The service area for roadway impact fees is bound by the city-limits; however, service areas for system-wide water and wastewater impact fees do not strictly follow city-limit lines and include some areas of the city's extraterritorial jurisdiction (ETJ).

In accordance with the Texas Local Government Code, the 5-year update is in progress and is expected to also be presented at the November 22nd Council Meeting. Resultant amendments to land use assumptions, the capital improvements plans, and impact fees will be incorporated in future semi-annual reports. This report documents the fees collected in each of the service areas and identifies the impact fee capital improvements projects that the revenues have been budgeted to help fund.

The Planning and Zoning Commission, with the inclusion of ad hoc members that provide representation from the city's extraterritorial jurisdiction, the building community, and general citizenry, serves as the Impact Fee Advisory Committee (IFAC) per the City of College Station Code of Ordinances Chapter 107, Impact Fees.

Budget & Financial Summary: N/A

Attachments:

1. Impact Fee Semi-Annual Report - 20211104
2. Future Land Use Map
3. Service Area Maps - Water, Wastewater, and Roadway
4. Capital Improvements Plans (excerpted from 2016 studies) – Water, Wastewater, and Roadway



MEMORANDUM

DATE: November 4, 2021
TO: Impact Fee Advisory Committee
FROM: Carol Cotter, P.E., City Engineer
SUBJECT: Semi-Annual Report - System-Wide Impact Fees for Water, Wastewater, and Roadway

The City of College Station adopted “System-Wide” Impact Fees for water, wastewater, and roadways in the latter part of 2016. Fee implementation occurred in phases, with full fees having occurred in December of 2018. The service area for roadway impact fees is bounded by the city limits; however, service areas for system-wide water and wastewater impact fees do not strictly follow city limit lines and include some areas of the City’s extra-territorial jurisdiction (ETJ).

In accordance with Texas Local Government Code, the 5-year update is in progress and expected to be completed at the end of this month. Staff recommends that the Advisory Committee accept this report and forward to City Council for their update.

The City of College Station Code of Ordinances Chapter 107, Impact Fees, designates the Planning and Zoning Commission as the Impact Fee Advisory Committee (IFAC) with the inclusion of an ETJ representative for service areas extending into the ETJ. Additional ad hoc members were recently appointed for the update process. The IFAC is established to:

1. Advise and assist the City in adopting Land Use Assumptions.
2. Review the Capital Improvements Plan and file written comments.
3. Monitor and evaluate implementation of the Capital Improvements Plan.
4. File semi-annual reports with respect to the progress of the Capital Improvements Plan.
5. Advise the City Council of the need to update or revise the Land Use Assumptions, Capital Improvements Plan, and Impact Fees.

System-Wide Impact Fees

System-wide impact fees for water and wastewater were adopted September 22, 2016, with roadway impact fees following on November 10, 2016. The adopted collection rates are lower than the maximum allowable fees calculated as presented in the table below. Water and wastewater fees were phased in, starting at 50% of the collection rate the first year, but are now being charged at the full collection rate. Roadway impact fees were phased in, beginning with zero fee collection in year one and 50% in year two. Full implementation of the fees occurred in December 2018.

Land Use Assumptions and the related Capital Improvements Plans are currently under review with the 5-Year Updates. Resultant amendments will be incorporated in future semi-annual reports. Status of the various programs are presented in the following tables:

Impact Fee Collection Rates and Implementation Progress

System-Wide Impact Fee	2016 Adopted Max Rate	2016 Collection Rate	Total Capital Costs	10-Year Max Recoverable Costs	Total Fees Collected	Developer Constructed (Estimated)	City Constructed	Total Constructed
Water	\$2,917	\$500	\$48,956,302	\$34,140,850	\$1,516,030	\$120,000	\$29,647,839	\$29,767,839
Wastewater	\$5,519	\$3,000	\$153,668,395	\$72,285,486	\$7,228,100	\$690,000	\$71,404,880	\$72,094,880

Roadway A	\$1,061	\$375/\$80	\$16,718,225	\$15,101,941	\$351,250	\$510,000	\$145,950	\$655,950
Roadway B	\$1,072	\$375/\$80	\$34,640,692	\$15,667,860	\$1,079,402	\$0	\$14,428,911	\$14,428,911
Roadway C	\$2,556	\$375/\$80	\$71,201,297	\$48,665,106	\$929,397	\$77,667	\$24,979,462	\$25,057,129
Roadway D	\$4,004	\$375/\$80	\$166,367,625	\$54,579,323	\$348,091	\$6,330,000	\$10,910,760	\$17,240,760
Roadway Totals			\$288,927,839	\$134,014,230	\$2,708,140	\$6,917,667	\$50,465,083	\$57,382,750

Impact fee revenues collected since the 2016 adoption of system-wide impact fees are provided below including the amounts collected for the six (6) month reporting period from April 1, 2021, through September 30, 2021.

Impact Fees Collected

System-Wide Impact Fee	FY17	FY18	FY19	FY20	FY21	Total Collected	6 Month Reporting Period
Water	\$45,075	\$339,325	\$335,400	\$381,880	\$414,350	\$1,516,030	\$272,450
Wastewater	\$155,475	\$1,606,025	\$1,575,150	\$1,666,800	\$2,224,650	\$7,228,100	\$1,368,150

Roadway A	\$0	\$40,893	\$81,193	\$123,327	\$105,837	\$351,250	\$42,715
Roadway B	\$0	\$32,671	\$80,625	\$427,118	\$538,988	\$1,079,402	\$426,231
Roadway C	\$0	\$156,540	\$391,243	\$186,979	\$194,634	\$929,396	\$116,362
Roadway D	\$0	\$33,000	\$150,526	\$79,161	\$85,404	\$348,091	\$43,995
Roadway Totals	\$0	\$263,104	\$703,587	\$816,585	\$924,863	\$2,708,139	\$629,303

The impact fee revenues were utilized to aid in funding a number of the impact fee capital improvement projects. Impact fees may only be spent on eligible projects identified in the respective impact fee capital improvement plans and are then further restricted to the specific zones for roadway impact fees. The projects that received impact fee funding are listed as follows.

Impact Fee Utilization

Water Impact Fee Projects:

- Well #9
- Well #9 Collection Loop
- SH6 Water Line Projects (Phases I, II, III, and IIIA)

Wastewater Impact Fee Projects:

- Lick Creek Wastewater Treatment Plant Expansion
- Lick Creek Parallel Trunk Line
- Carter's Creek Diversion Lift Station and Force Main
- Northeast Sewer Trunk Line (Phases I and II)

Roadway Impact Fee Projects:

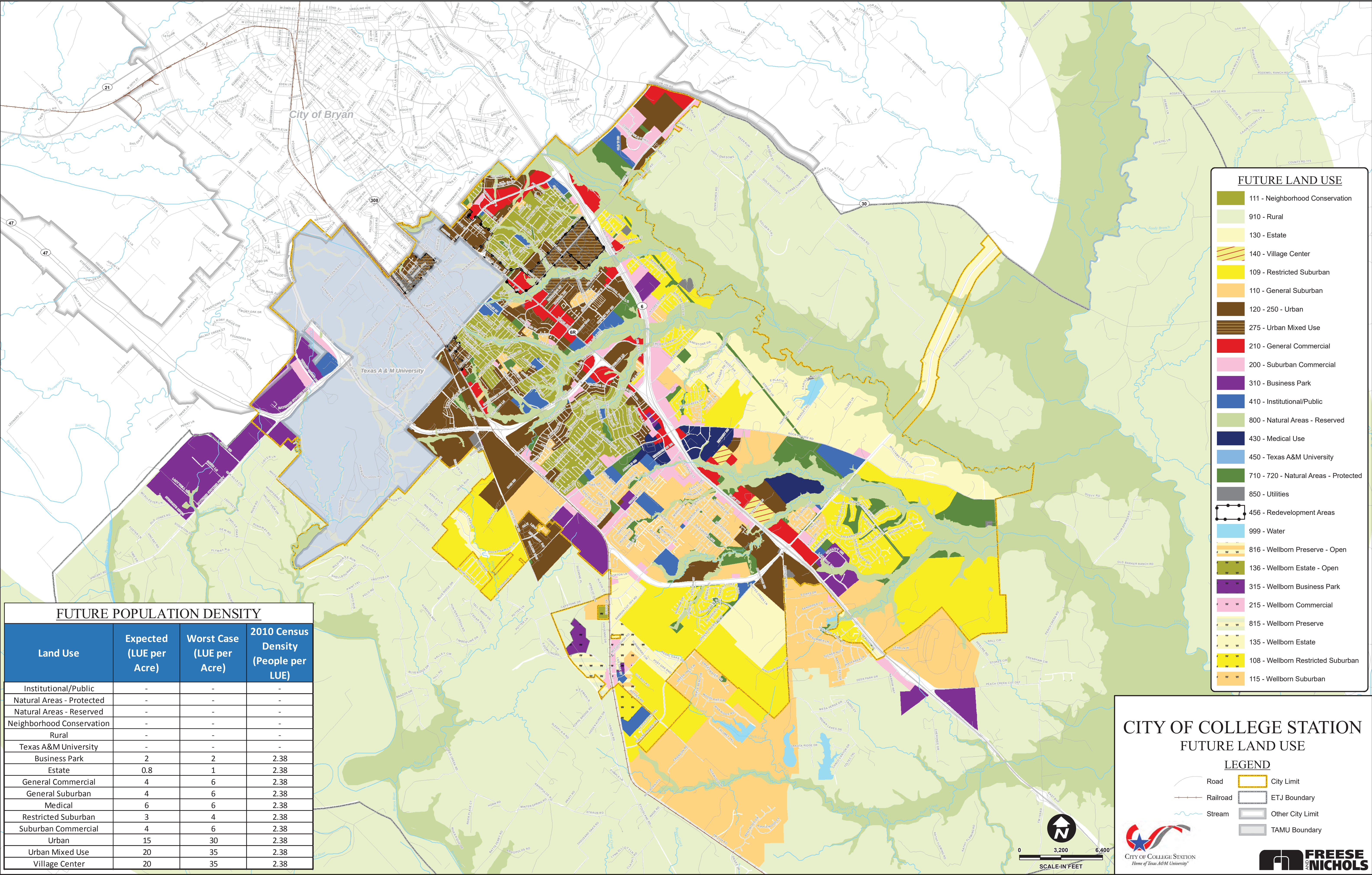
- Zone A - Rock Prairie Road from Medical Avenue to Bird Pond (Project A-5/D-1)
- Zone B - Rock Prairie Road from Holleman Drive to Wellborn Road (Project B-3/C-2)
- Zone C - Capstone/Barron Realignment (Project C-6)
- Zone D - Rock Prairie Road from Medical Avenue to Bird Pond (Project A-5/D-1)
- Impact Fee Study (all Zones)

Recommendation:

Staff recommends that the Impact Fee Advisory Committee accept this report and forward to City Council for their update.

Attachments:

1. Future Land Use Map
2. Service Area Maps - Water, Wastewater, and Roadway
3. Capital Improvements Plans excerpted from 2016 Studies – Water, Wastewater, and Roadway



FUTURE POPULATION DENSITY			
Land Use	Expected (LUE per Acre)	Worst Case (LUE per Acre)	2010 Census Density (People per LUE)
Institutional/Public	-	-	-
Natural Areas - Protected	-	-	-
Natural Areas - Reserved	-	-	-
Neighborhood Conservation	-	-	-
Rural	-	-	-
Texas A&M University	-	-	-
Business Park	2	2	2.38
Estate	0.8	1	2.38
General Commercial	4	6	2.38
General Suburban	4	6	2.38
Medical	6	6	2.38
Restricted Suburban	3	4	2.38
Suburban Commercial	4	6	2.38
Urban	15	30	2.38
Urban Mixed Use	20	35	2.38
Village Center	20	35	2.38

CITY OF COLLEGE STATION

FUTURE LAND USE

LEGEND

Road

Railroad

Stream

City Limit

ETJ Boundary

Other City Limit

TAMU Boundary

CITY OF COLLEGE STATION

Home of Texas A&M University

FREES&NICHOLS

Created by Freese and Nichols, Inc.
Job No. 22-1422
Location: H:\2022\2022_PLANNING\CollegeStation\04_Final_LUA_Report\Figure_2-1\Future_LandUse.mxd
Updated: Wednesday, July 12, 2023

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CITY OF COLLEGE STATION
IMPACT FEE
WATER SERVICE AREA

LEGEND

 Interconnection

 Elevated Storage Tank

 Ground Storage Tank

 Pump Station

 8" and Smaller Water Line

 10" and Larger Water Line

 Road

 Railroad

 Stream

 Lake/Pond

 Parcel

 Impact Fee Water Service Area

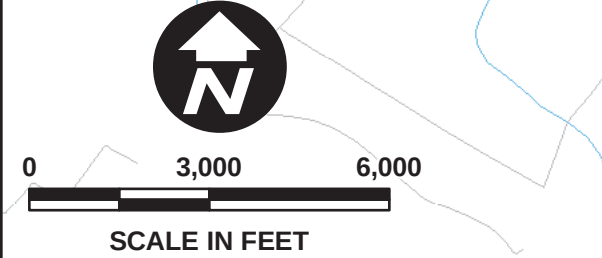
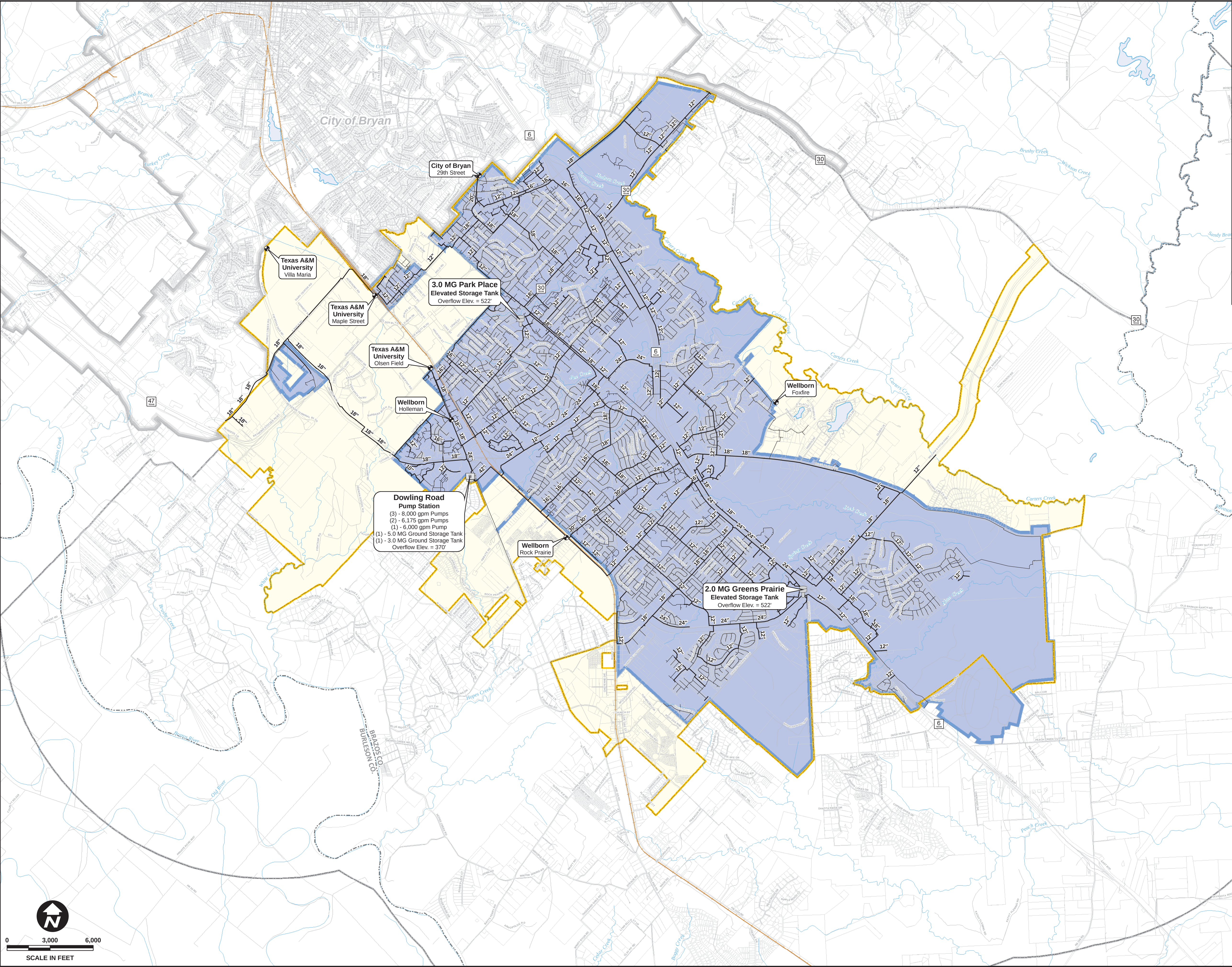
 City Limit

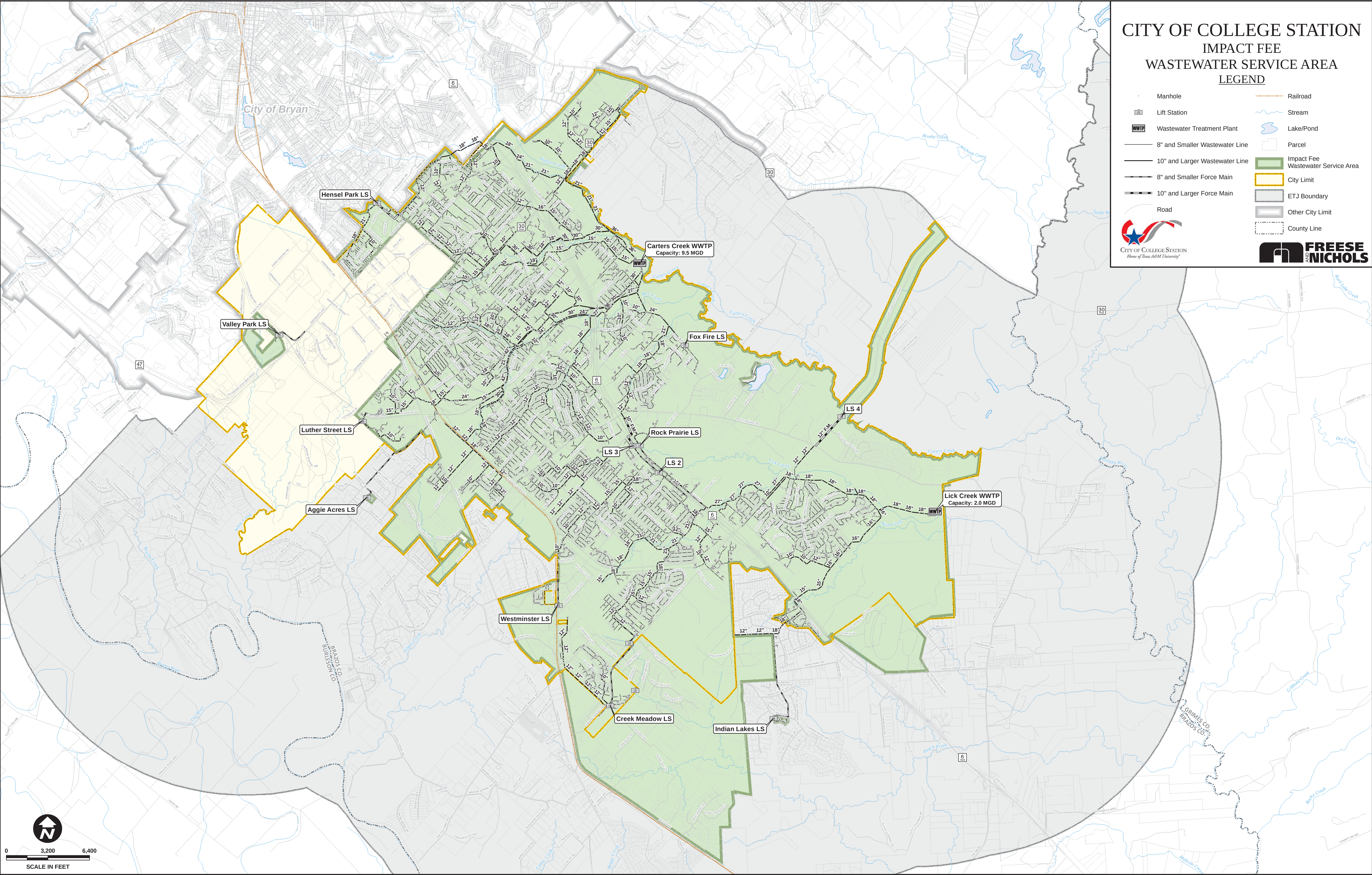
 ETJ Boundary

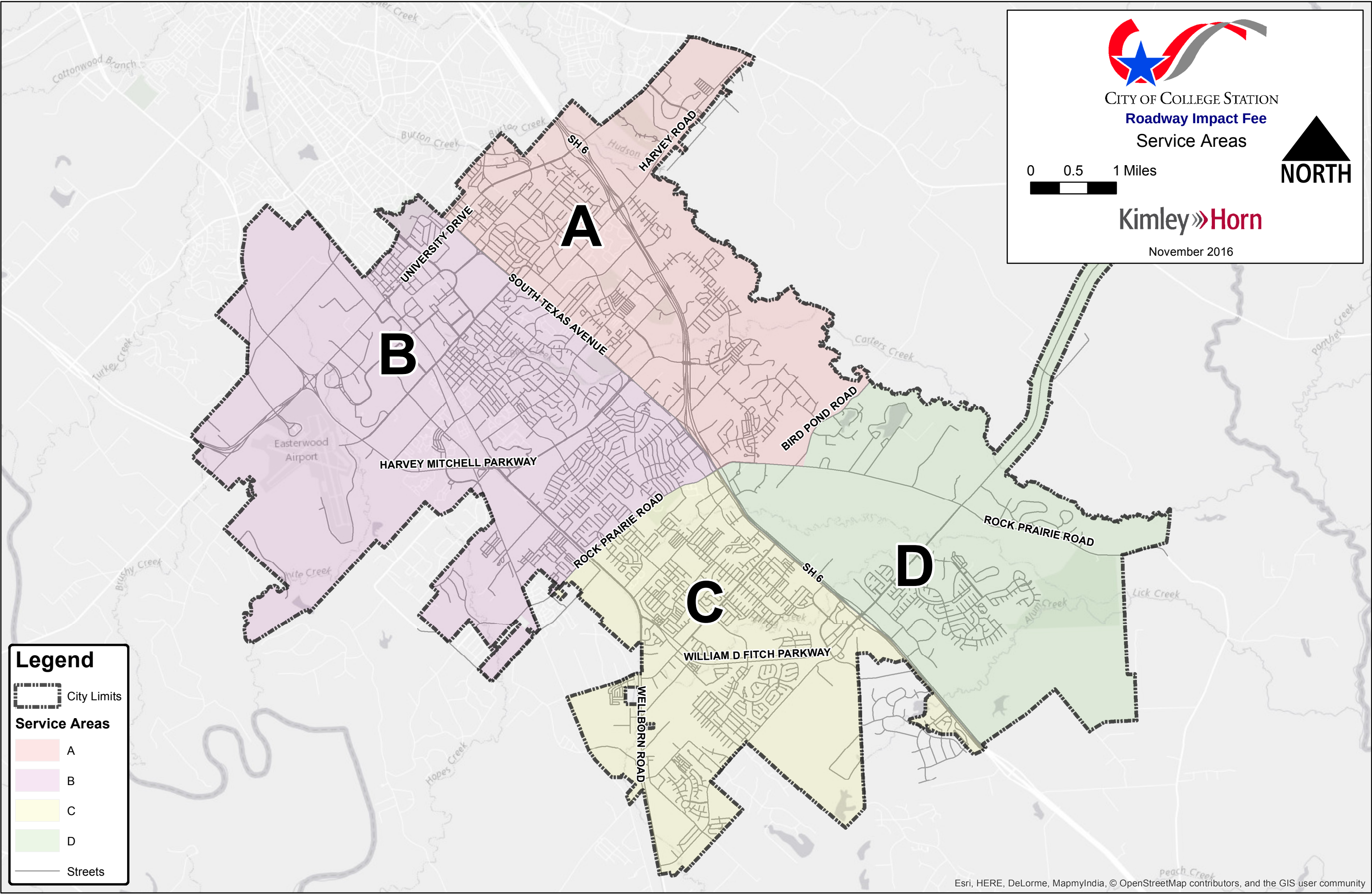
 Other City Limit

 County Line









3.2 WATER AND WASTEWATER SYSTEM IMPROVEMENTS

Proposed water and wastewater system projects were developed as part of the CIPs presented in the 2016 Water and Wastewater Master Plan Updates. A summary of the costs for each of the projects required for the 10-year growth period used in the impact fee analysis for both the water and wastewater systems are shown in **Table 3-3** and **Table 3-4**, respectively. Detailed project costs for the water and wastewater system are included in **Appendix B** and **C**, respectively. Costs listed for the existing projects are based on actual design and construction costs provided by the City. The proposed 10-year water system projects are shown on **Figure 3-1**. The proposed 10-year wastewater system projects are shown on **Figure 3-2**.

Table 3-3: Proposed Water System Impact Fee Eligible Capital Projects

No.	Description of Project	Capital Cost
EXISTING		
A	High Service Pumping Improvements	\$3,647,228
B	Bio-Corridor Waterline	\$998,884
C	Area 2 Waterline Extension	\$1,224,780
D	Cooling Tower Expansion	\$3,840,099
E	Well #9	\$5,228,000
F	Well #9 Collection Line - budget	\$3,337,000
G	Land- Rowe & Allen	\$1,082,378
H	Land- Hanson South	\$1,048,633
I	2016 Impact Fee Study	\$50,000
Existing Project Sub-total		\$20,457,002
PROPOSED		
1	SH 6 Water Line Connection Phase 1 - 24" SE of Creagor Lane	\$960,300
2	SH 6 Water Line Connection Phase 2	\$2,326,700
3	18-inch and 16-inch PRVs for Lower Pressure Plane	\$546,000
4	New 3 MG Elevated Storage Tank	\$7,761,000
5	SH 40 Water Line Extension - Graham Road to Barron Road	\$2,732,600
6	SH 40 Water Line Extension - Sonoma Subdivision to Victoria Avenue	\$599,100
7	SH 6 Water Line Connection Phase 3 - 24" SE of Greens Prairie Road	\$823,700
8	Dowling Road Pump Station North Water Line Replacement	\$1,151,300
9	Harvey Mitchell Parkway Water Line Replacement	\$3,580,200
10	Water Supply Well 10	\$8,018,400
Proposed Project Sub-total		\$28,499,300
Total Capital Improvements Cost		\$48,956,302

Table 3-4: Proposed Wastewater System Impact Fee Eligible Capital Projects

No.	Description of Project	Capital Cost
EXISTING		
A	Bee Creek Interceptor Phase 1	\$3,600,939
B	Royder/Live Oak Sewer Service	\$1,691,256
C	2016 Impact Fee Study	\$50,000
Existing Project Sub-total		\$5,342,195
PROPOSED		
1	54/60-inch Bee Creek Interceptor Phase 2	\$7,060,400
2	42/48-inch Bee Creek Interceptor Phase 3	\$5,511,400
3	54-inch Lick Creek Interceptor Phase 1	\$2,756,600
4	54-inch Lick Creek Interceptor Phase 2	\$8,739,500
5	Expand Lick Creek WWTP Capacity to 5 MGD	\$29,949,000
6	42/48-inch Medical District Interceptor Phase 1	\$9,319,500
7	4 MGD Diversion Lift Station and 24-inch Force Main	\$12,024,500
8	42-inch Northeast Interceptor Phase 1	\$3,501,600
9	48-inch Northeast Interceptor Phase 2	\$2,577,900
10	36-inch Northeast Interceptor Phase 3	\$5,587,400
11	24/30-inch Northeast Interceptor Phase 4	\$3,427,700
12	30/36-inch Southwood Valley Interceptor Phase 1	\$3,286,400
13	15/18/24-inch Southwood Valley Interceptor Phase 2	\$1,961,400
14	Hensel Park Lift Station Expansion to 6 MGD	\$4,682,500
15	Expand Lick Creek WWTP Capacity to 8 MGD	\$24,717,000
16	Diversion Lift Station Expansion to 10 MGD	\$2,496,000
17	24/27-inch Alum Creek Interceptor	\$9,018,800
18	3 MGD Peach Creek Lift Station and 16-inch Force Main	\$4,165,200
19	12/21/24-inch Royder Road Interceptor	\$4,086,500
20	18/21/24-inch Medical District Interceptor Phase 2	\$3,456,900
Proposed Project Sub-total		\$148,326,200
Total Capital Improvements Cost		\$153,668,395

The utility alignment shown on this figure are for illustration purposes only. The final alignment will be determined at the time of engineering design of the utility.

FIGURE 3-1

CITY OF COLLEGE STATION

WATER SYSTEM

IMPACT FEE CIP PROJECTS

LEGEND

- Proposed Impact Fee Eligible
- Transfer Valve
- Proposed Impact Fee Eligible
- Elevated Storage Tank
- Proposed Impact Fee Eligible
- Water Line
- Existing Impact Fee Eligible
- Water Line
- Interconnection
- Elevated Storage Tank
- Ground Storage Tank
- Pump Station
- 6" and Smaller Water Line
- 8" and Larger Water Line

FREESE NICHOLS

CITY OF COLLEGE STATION

Impact Fee CIP Projects

D Cooling Tower Expansion

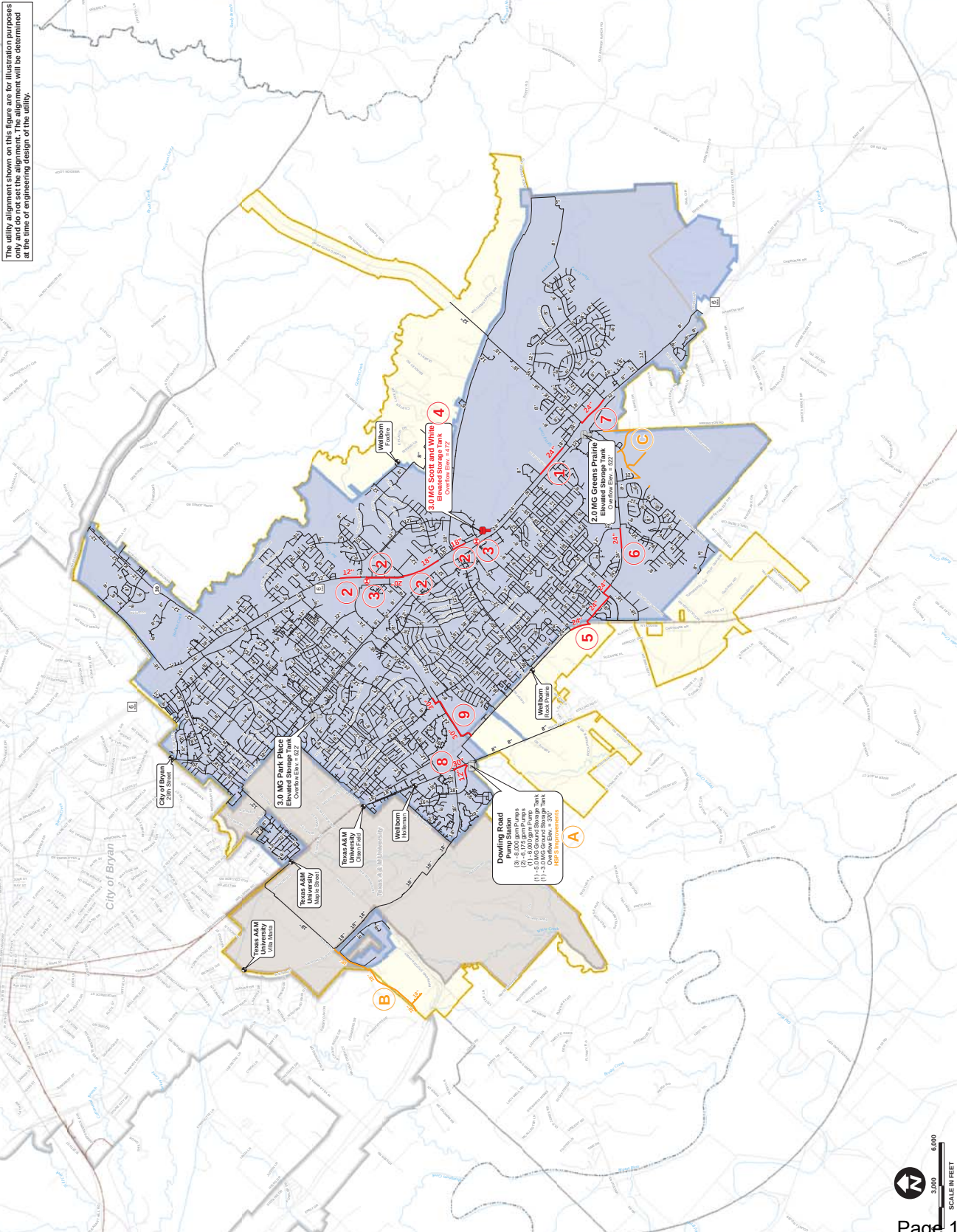
E Well #9

F Well #9 Collection Line

G Land Acquisition for Well #9

H Land Acquisition for Well #10

I Water Supply Well #10



3,000

6,000

SCALE IN FEET

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Lift stations and interceptors are sized for peak flow and are sized for average day flows.
 The utility alignment shown on this figure is for illustration purposes only and does not set the alignment. The alignment will be determined at the time of engineering design of the utility.

FIGURE 3-2

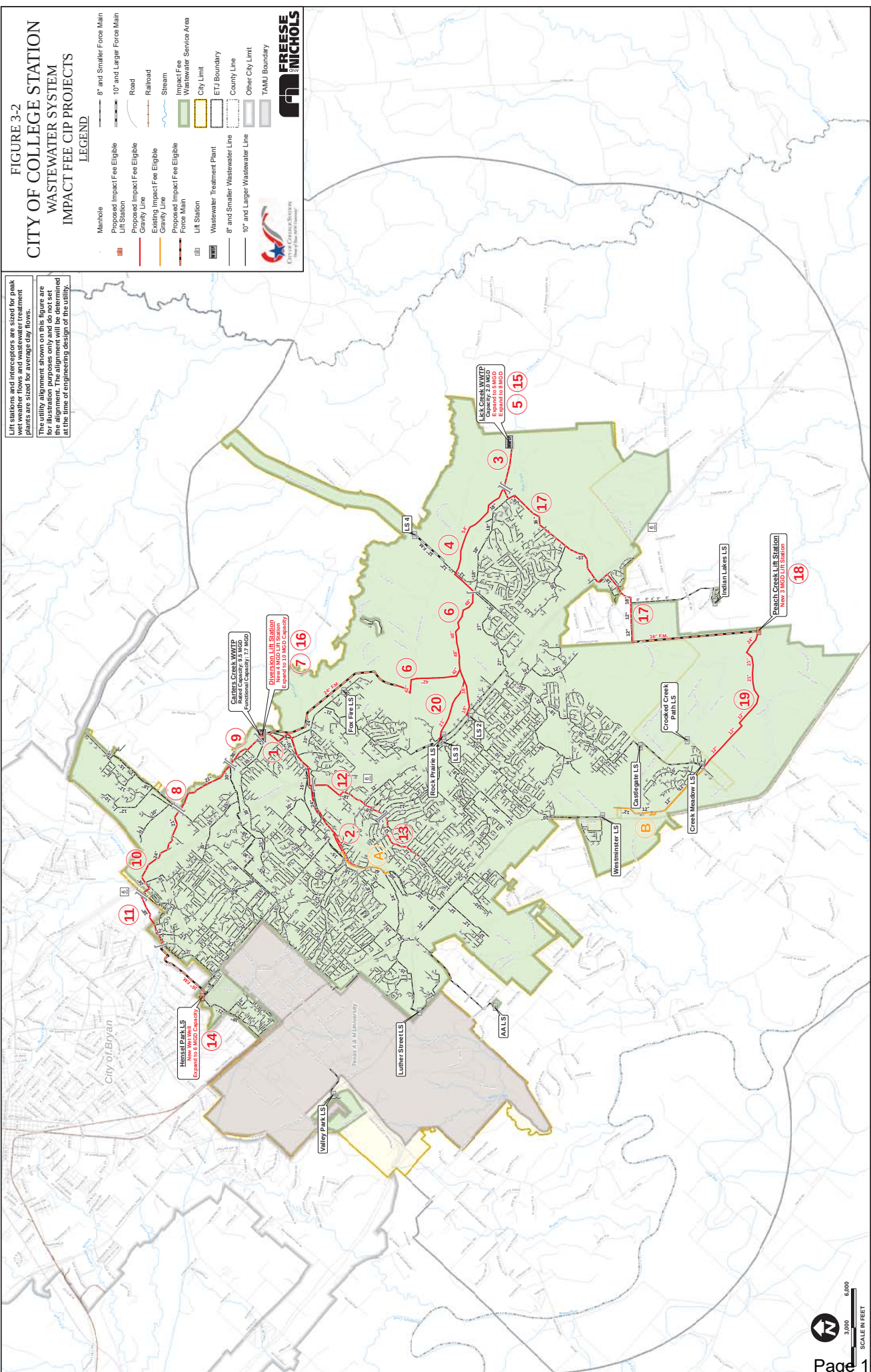
CITY OF COLLEGE STATION

WASTEWATER SYSTEM

IMPACT FEE CIP PROJECTS

LEGEND

- Manhole
- Proposed Impact Fee Eligible
- Lift Station
- Proposed Impact Fee Eligible
- Gravily Line
- Existing Impact Fee Eligible
- Gravily Line
- Proposed Impact Fee Eligible
- Force Main
- Lift Station
- Wastewater Treatment Plant
- 8" and Smaller Wastewater Line
- 10" and Larger Wastewater Line
- Other City Limit
- County Line
- ETJ Boundary
- City Limit
- Wastewater Service Area
- Impact Fee



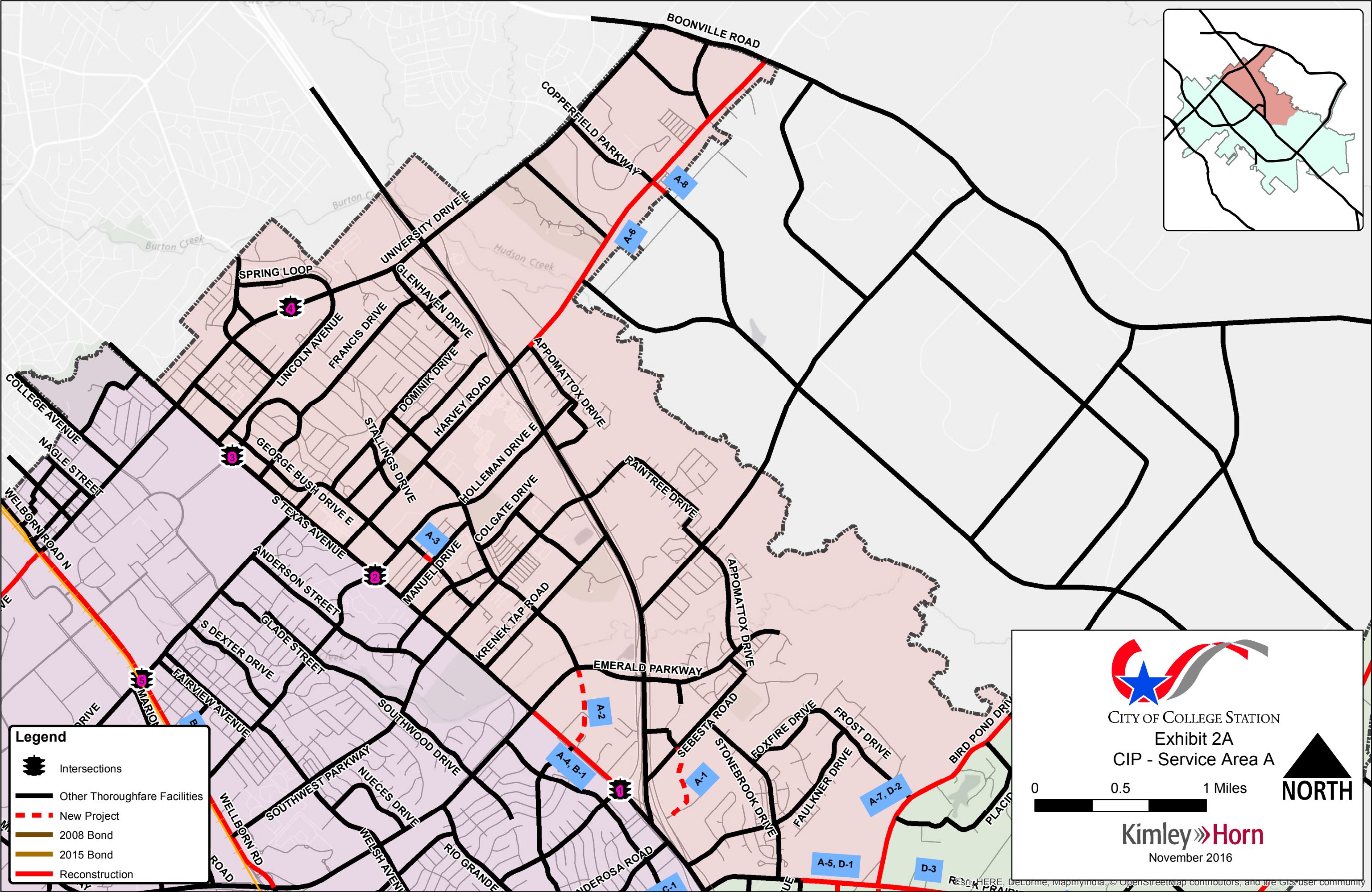
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SCALE IN FEET

**Table 5.A – 10-Year Roadway Impact Fee CIP
with Conceptual Level Cost Projections – Service Area A**

Service Area	Proj. #	Class	Roadway	Limits	Cost in Service Area
SA A	A-1	MAJ2	Pavilion Ave. Extension	Sebesta Rd. to SH 6 NBFR	\$ 2,434,000
	A-2	MAJ2	Dartmouth St. Extension	Emerald Pkwy. to S Texas Ave.	\$ 1,224,000
	A-3	MAJ2	Lassie Ln. Extension	Sterling St. to Manuel Dr.	\$ 302,000
	A-4, B-1	MAJ6 (1/3)	S Texas Ave.	Harvey Mitchell Pkwy. to Deacon Dr.	\$ 166,000
	A-5, D-1	MAJ4	Rock Prairie Rd. (1)	Medical Ave. to Bird Pond Rd.	\$ 1,666,500
	A-6	MAJ4	Harvey Rd.	Appomattox Dr. to Boonville Rd. (CL)	\$ 3,249,600
	A-7, D-2	MIN4	Bird Pond Rd.	Rock Prairie Rd. to 4,830' NE of Bird Pond Estates (CL)	\$ 5,594,000
	A-8	MIN4	Linda Lane	Harvey Rd. to 560' SE of Harvey Rd. (CL)	\$ 785,000
	I-1	S Texas Ave. and Deacon Dr. Signal			\$ 75,000
	I-2	Holleman Rd. and S. Texas Ave. Improvement			\$ 750,000
	I-3	S Texas Ave. and Walton Dr. Signal			\$ 150,000
	I-4	University Dr. and University Towne Center Signal			\$ 300,000
	Service Area Project Cost Subtotal				\$ 16,696,100
	2016 Roadway Impact Fee Study Cost Per Service Area				\$ 22,125
Total Cost in SERVICE AREA A				\$ 16,718,225	

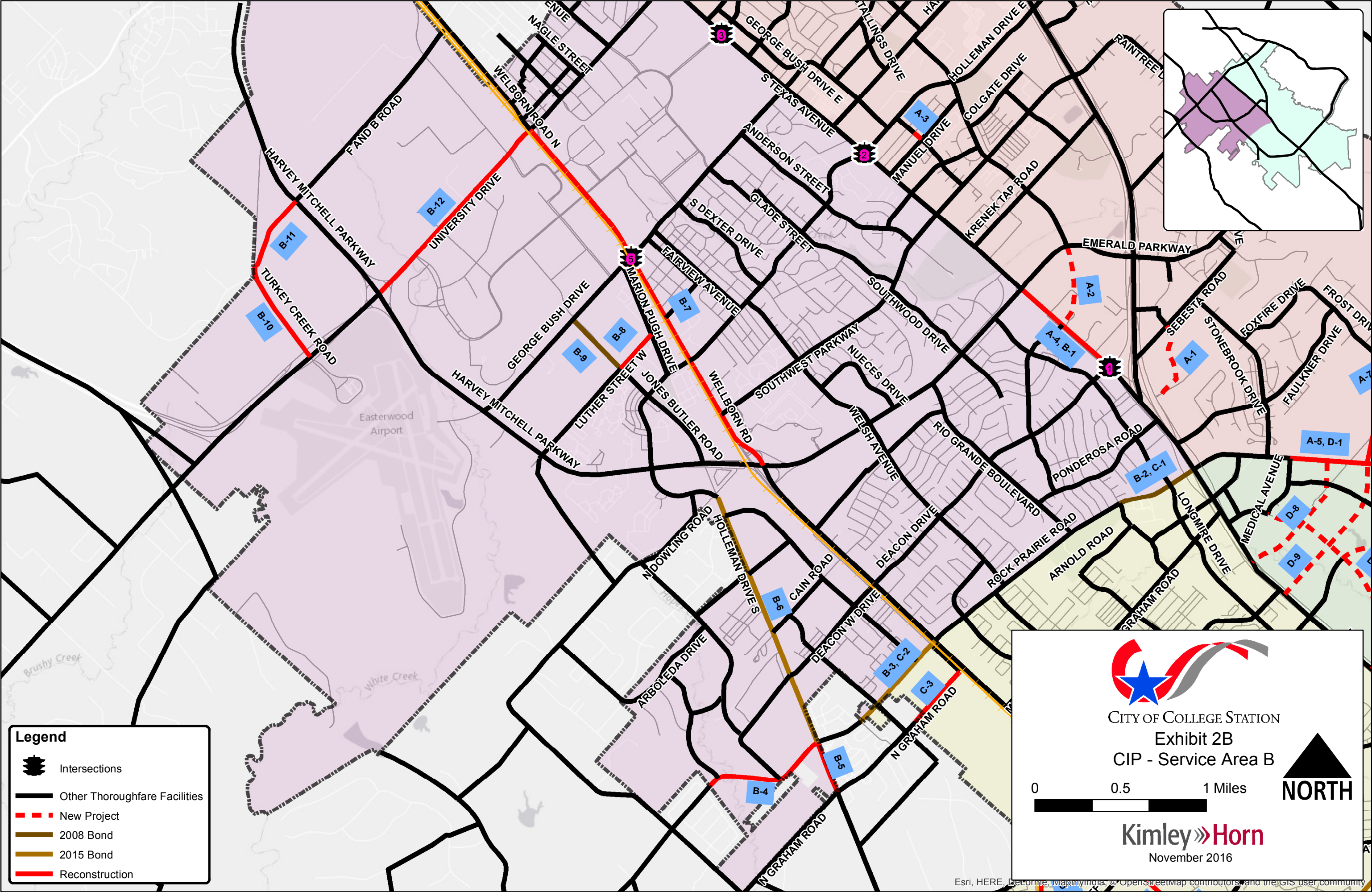
- a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of College Station.
- b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.



**Table 5.B – 10-Year Roadway Impact Fee CIP
with Conceptual Level Cost Projections – Service Area B**

Service Area	Proj. #	Class	Roadway	Limits	Cost in Service Area
SA B	A-4, B-1	MAJ6 (1/3)	S Texas Ave.	Harvey Mitchell Pkwy. to Deacon Dr.	\$ 166,000
	B-2, C-1	MAJ6	Rock Prairie Rd. (1)	Normand Dr. to SH 6	\$ 1,967,862
	B-3, C-2	MAJ2	Rock Prairie Rd. (2)	1,500' E. of Holleman Dr. (CL) to Wellborn Rd.	\$ 2,492,500
	B-4	MAJ2	Rock Prairie Rd. (3)	360' W. of Great Oaks Dr. (CL) to Holleman Dr.	\$ 3,714,000
	B-5	MIN4	Holleman Dr. (1)	Rock Prairie Rd. to N Graham Rd.	\$ 2,317,000
	B-6	MIN4	Holleman Dr. (2)	N Dowling Rd. to Rock Prairie Rd.	\$ 10,305,000
	B-7	MAJ6 (1/3)	Wellborn Rd.	University Dr. to Harvey Mitchell Pkwy.	\$ 1,165,400
	B-8	MAJ2	Luther St.	Penberthy Rd. to Marion Pugh Dr.	\$ 1,346,000
	B-9	MIN4	Penberthy Rd.	Goerge Bush Dr. to Luther St.	\$ 3,006,373
	B-10	MAJ2	Turkey Creek Rd.	S Traditions Dr. to Raymond Stotzer Pkwy.	\$ 3,141,000
	B-11	MAJ2	F and B Rd.	Turkey Creek Rd. to Harvey Mitchell Pkwy.	\$ 2,298,000
	B-12	MAJ6 (1/3)	University Dr.	Harvey Mitchell Pkwy. to Wellborn Rd.	\$ 534,200
	I-1	S Texas Ave. and Deacon Dr. Signal			\$ 75,000
	I-2	Holleman Rd. and S. Texas Ave. Improvement			\$ 750,000
	I-3	S Texas Ave. and Walton Dr. Signal			\$ 150,000
	I-5	Wellborn Rd. and George Bush Dr.			\$ 1,190,232
	Service Area Project Cost Subtotal				
2016 Roadway Impact Fee Study Cost Per Service Area					\$ 22,125
Total Cost in SERVICE AREA B					\$ 34,640,692

- a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of College Station.
- b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.



Legend

- Intersections
- Other Thoroughfare Facilities
- New Project
- 2008 Bond
- 2015 Bond
- Reconstruction


CITY OF COLLEGE STATION
Exhibit 2B
CIP - Service Area B

0 0.5 1 Miles

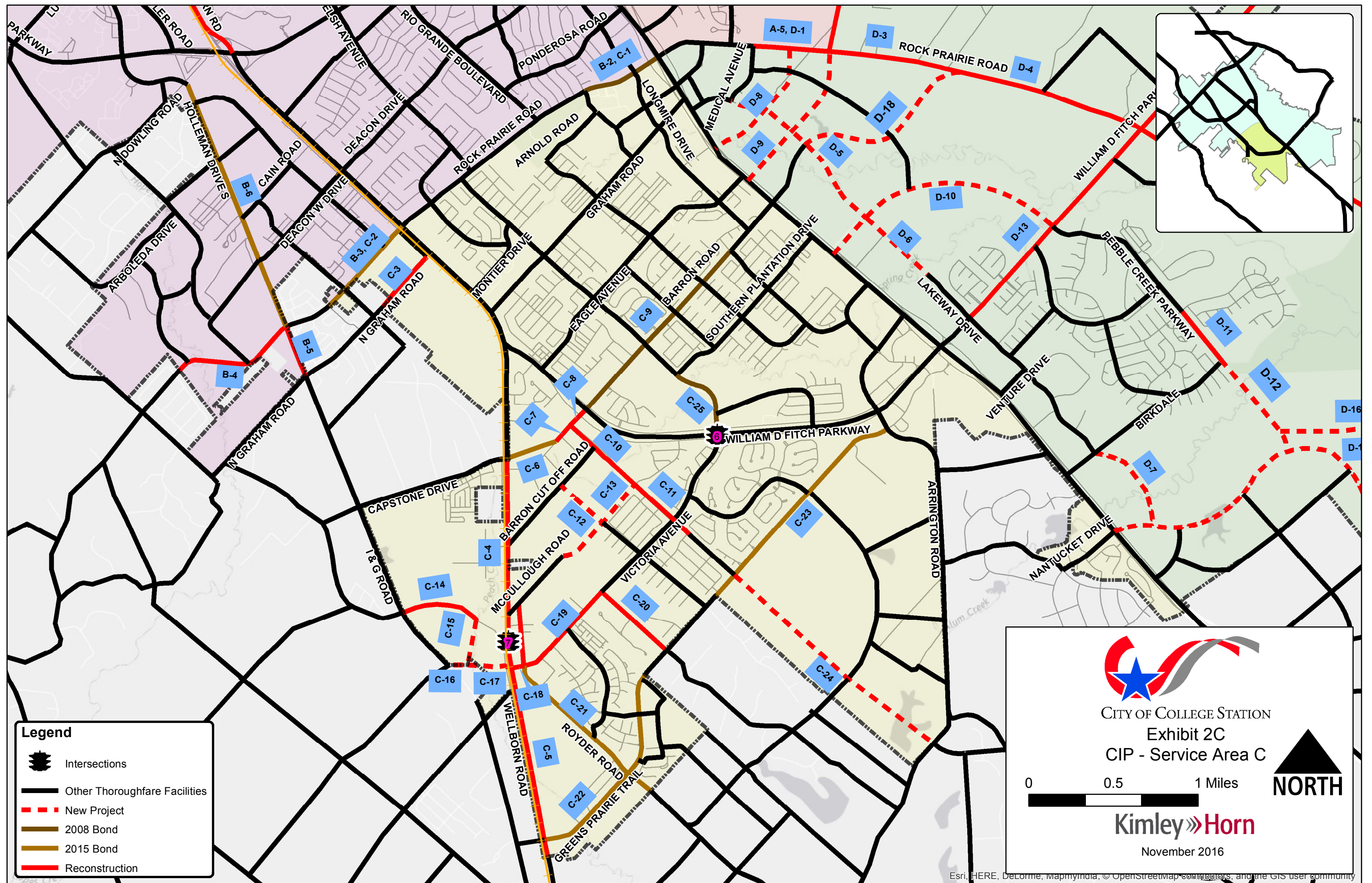
 NORTH

Kimley»Horn
November 2016

**Table 5.C – 10-Year Roadway Impact Fee CIP
with Conceptual Level Cost Projections – Service Area C**

Service Area	Proj. #	Class	Roadway	Limits	Cost in Service Area	
S A C	B-2, C-1	MAJ6	Rock Prairie Rd. (1)	Normand Dr. to SH 6	\$ 1,967,862	
	B-3, C-2	MAJ2	Rock Prairie Rd. (2)	1,500' E. of Holleman Dr. (CL) to Wellborn Rd.	\$ 2,492,500	
	C-3	MAJ2	N Graham Rd.	Old Wellborn Rd. to 2,075' W of Old Wellborn Rd. (CL)	\$ 1,967,000	
	C-4	MAJ4	Wellborn Rd. (1)	Capstone Dr. to Greens Prairie Rd.	\$ 1,281,800	
	C-5	MAJ4	Wellborn Rd. (2)	Greens Prairie Rd. to 540' S of Greens Prairie Trl	\$ 1,172,000	
	C-6	MIN4	Capstone/Barron Realignment	Wellborn Rd. to 210' W of Piccadilly Cir.	\$ 2,289,000	
	C-7	MIN4	Barron Rd. (1)	210' W of Piccadilly Cir. to Barron Cut Off Rd.	\$ 939,000	
	C-8	MIN4 (1/2)	Barron Rd. (2)	Barron Cut Off Rd. to William D Fitch Pkwy.	\$ 494,000	
	C-9	MIN4	Barron Rd. (3)	William D Fitch Pkwy. to Decatur Dr.	\$ 7,801,145	
	C-10	MIN4 (1/2)	WS Phillips Pkwy. (1)	Barron Rd. to 1740' S of Barron Cut Off Rd.	\$ 1,939,000	
	C-11	MIN4 (1/2)	WS Phillips Pkwy. (2)	1740' S of Barron Cut Off Rd. to Odell Ln.	\$ 1,634,000	
	C-12	MAJ2	Etonburg	Barron Cut Off Rd. to McCullough Rd. Extension	\$ 1,665,000	
	C-13	MAJ2	McCullough Rd. Extension	2530' E of Wellborn Rd. to WS Phillips Pkwy.	\$ 3,037,000	
	C-14	MAJ2	S. Dowling/McCullough	I & G Rd. to 2485' E of I & G Rd.	\$ 2,350,000	
	C-15	MAJ2	Future 2 Lane Major Collector	S. Dowling/McCullough to Greens Prairie Rd. Extension	\$ 1,372,000	
	C-16	MAJ2	Greens Prairie Rd. Extension (1)	I & G Rd. to 565' E of I & G Rd. (CL)	\$ 541,000	
	C-17	MAJ2	Greens Prairie Rd. Extension (2)	995' W of Welborn Rd. (CL) to Wellborn Rd.	\$ 1,346,000	
	C-18	MIN4	Greens Prairie Rd. (1)	Wellborn Rd. to Royder Rd.	\$ 561,000	
	C-19	MAJ2	Greens Prairie Rd. (2)	Royder Rd. to 750' E of Turnberry Cir.	\$ 3,213,000	
	C-20	MAJ2	Greens Prairie Rd. (3)	750' E of Turnberry Cir. to Greens Prairie Trl.	\$ 2,592,000	
	C-21	MIN4	Royder Rd.	Greens Prairie Rd. to 885' S of Greens Prairie Trl.	\$ 4,930,000	
	C-22	MIN4	Greens Prairie Trl. (1)	Wellborn Rd. to 1000' W of Woodlake Dr.	\$ 6,960,000	
	C-23	MIN4	Greens Prairie Rd. (4)	465' E of Future Etonburg to Arrington Rd.	\$ 4,230,000	
	C-24	MIN4	WS Phillips Pkwy. Extension	Greens Prairie Rd. to Arrington Rd.	\$ 11,500,000	
	C-25	MAJ2	Victoria Ave.	Southern Plantation Dr. to William D Fitch Pkwy.	\$ 1,828,530	
	I-6		William D Fitch Pkwy. and Victoria Ave. Signal			\$ 776,335
	I-7		Wellborn Rd. and S Dowling Rd. Signal			\$ 300,000
				Service Area Project Cost Subtotal \$ 71,179,172		
				2016 Roadway Impact Fee Study Cost Per Service Area \$ 22,125		
				Total Cost in SERVICE AREA C \$ 71,201,297		

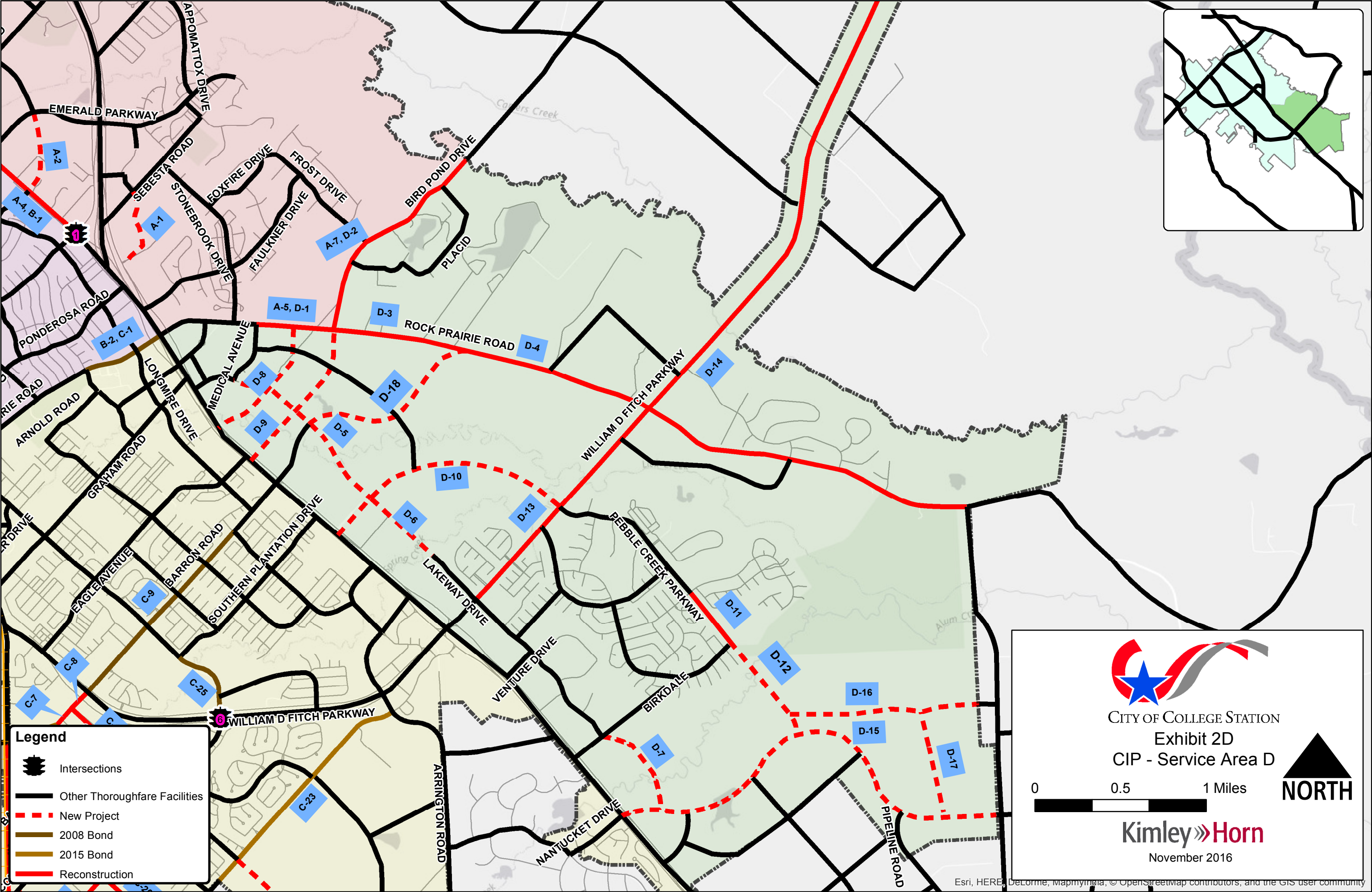
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**Table 5.D – 10-Year Roadway Impact Fee CIP
with Conceptual Level Cost Projections – Service Area D**

Service Area	Proj. #	Class	Roadway	Limits	Cost in Service Area
SA D	A-5, D-1	MAJ4	Rock Prairie Rd. (1)	Medical Ave. to Bird Pond Rd.	\$ 1,666,500
	A-7, D-2	MIN4	Bird Pond Rd.	Rock Prairie Rd. to 4,830' NE of Bird Pond Estates (CL)	\$ 5,594,000
	D-3	MAJ4	Rock Prairie Rd. (2)	Bird Pond Rd. to Bradley Rd.	\$ 5,046,000
	D-4	MIN4	Rock Prairie Rd. (3)	Bradley Rd. to 2,610' E of Campbell Ct. (CL)	\$ 23,733,000
	D-5	MAJ2	Lakeway Dr. (1)	Medical Ave. to Pebble Creek Pkwy.	\$ 8,703,000
	D-6	MAJ2	Lakeway Dr. (2)	Pebble Creek Pkwy. to 1,910' N of William D. Fitch Pkwy.	\$ 2,946,000
	D-7	MAJ2	Lakeway Dr. (3)	940' S of Technology Way to Future Nantucket Dr.	\$ 4,022,000
	D-8	MAJ2	Ritchey Rd.	SH 6 NBFR to Rock Prairie Rd.	\$ 3,964,000
	D-9	MIN4	Bird Pond Rd. Extension	SH 6 to Rock Prairie Rd.	\$ 8,894,000
	D-10	MAJ2	Pebble Creek Pkwy. (1)	SH 6 NBFR to William D. Fitch Pkwy.	\$ 9,100,000
	D-11	MAJ2	Pebble Creek Pkwy. (2)	Royal Adelaide Dr. to St. Andrews Dr.	\$ 896,000
	D-12	MAJ2	Pebble Creek Pkwy. (3)	St. Andrews Dr. to Future Nantucket Dr.	\$ 4,886,000
	D-13	MAJ6 (1/3)	William D. Fitch Pkwy. (1)	Lakeway Dr. to Rock Prairie Rd.	\$ 4,392,000
	D-14	MAJ6	William D. Fitch Pkwy. (2)	Rock Prairie Rd. to 9,700' E of Tonkaway Lake Rd. (CL)	\$ 40,890,000
	D-15	MIN4	Future Nantucket Dr.	SH 6 to East City Limits	\$ 19,735,000
	D-16	MAJ2	Future East-West Major Collector	Pebble Creek Pkwy. to East City Limits	\$ 5,772,000
	D-17	MAJ2	Future North-South Major Collector	Future East-West Major Collector to Future Nantucket Dr.	\$ 3,176,000
	D-18	MIN4	Barron Rd. Extension	Lakeway Dr. to Rock Prairie Rd.	\$ 12,930,000
Service Area Project Cost Subtotal					\$ 166,345,500
2016 Roadway Impact Fee Study Cost Per Service Area					\$ 22,125
Total Cost in SERVICE AREA D					\$ 166,367,625

- These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of College Station.
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November 22, 2021

Item No. 9.3.

System-Wide Impact Fee Study Updates for Water, Wastewater, and Roadway

Sponsor: Jason Schubert, Carol Cotter

Reviewed By CBC: Impact Fee Advisory Committee

Agenda Caption: Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Chapter 107, "Impact Fees," Article I "Specific Impact Fees," and Article II, "System-Wide Impact Fees," of the Code of Ordinances of the City of College Station, Texas by: Repealing Article I in its entirety; Amending Sections 107-71 "System-Wide Impact Fees For Water Services," 107-72 "System-Wide Impact Fees For Wastewater Services," and 107-73 "System-Wide Roadway Impact Fees" in their entirety; and Adding a new Section 107-74 "Update of Plan and Revisions of Fees."

Relationship to Strategic Goals:

- Core Services & Infrastructure
- Diverse Growing Economy

Recommendation(s): Staff recommends approval of the ordinance of the five-year update of land use assumptions, capital improvements plans, and maximum assessable impact fees for system-wide water, wastewater, and roadways. Written comments provided by individual members of the Impact Fee Advisory Committee (IFAC) are attached. The existing impact fee collection rates are retained in the proposed ordinance and discussion of any changes to the collection rates will be considered as part of a subsequent item.

Summary: System-wide impact fees were adopted in fall 2016 for water, wastewater, and roadways. As per state law, impact fee studies are to be updated at least every five years. The draft land use assumptions (10-year growth projections) and capital improvement plans were presented to Council at the September 23, 2021 meeting for feedback. The impact fee studies were finalized and presented to the Impact Fee Advisory Committee (IFAC) at their November 4, 2021 meeting. IFAC reviewed the updated studies and members can provide written comments to City Council.

The City contracted with Kimley-Horn & Associates, Inc. (KHA) to perform the roadway impact fee study update and Freese and Nichols, Inc. (FNI) for the water and wastewater impact fee study updates. IFAC was presented an overview of impact fees on August 5, 2021. The draft land use assumptions and draft capital improvement plans were presented to IFAC for discussion on September 2, 2021. During the update process, staff hosted a Builder and Developer Breakfast forum on July 29, 2021 to provide an overview of impact fees and receive initial feedback. A development stakeholder meeting was also held on August 23, 2021 along with other stakeholder contacts and discussions that occurred during the process.

As per direction received from Council on September 23, 2021, the proposed ordinance includes statements that impact fee may be waived or reduced for affordable housing in accordance with state law and administrative guidelines to be promulgated by the City. The ordinance adds Section 107-74 to clarify that the Council can adjust the collection rate outside of a study update process. The ordinance assesses the max impact fee on a property at the time it is platted and imposes the

adopted collection rate for the fee that is actually charged with the building permits. The ordinance also repeals Article I, "Specific Impact Fees" as the small area impact fee areas are no longer in effect.

The complete descriptions of proposed land use assumptions, capital improvement plans, and resulting max impact fee calculations are found in the attached impact fee studies. The draft land use assumptions and capital improvement plans seen previously have been finalized. Some of the study information is summarized here for your convenience:

Demand Generated by Land Use Assumptions (Projected 10-Year Growth)

Impact Fee Type	Demand Generated
Water	14,044 living unit equivalents (LUEs)
Wastewater	12,905 living unit equivalents (LUEs)
Roadway Service Area A	18,125 vehicle miles
Roadway Service Area B	15,945 vehicle miles
Roadway Service Area C	12,076 vehicle miles
Roadway Service Area D	16,625 vehicle miles

Impact Fee Capital Improvement Costs Attributable to Growth

Impact Fee Type	Total Capital Costs	Capital Cost Attributable to Growth
Water	\$67,722,554	\$43,760,813
Wastewater	\$189,748,166	\$65,290,309
Roadway Service Area A	\$13,915,012	\$9,388,254
Roadway Service Area B	\$48,390,353	\$20,859,844
Roadway Service Area C	\$78,250,564	\$26,639,782
Roadway Service Area D	\$74,492,580	\$59,527,697

Comparison of Maximum Assessable Impact Fees

Impact Fee Type	2016 Study Max Fee Per Service Unit	2021 Study Max Fee Per Service Unit
Water	\$2,917	\$3,877
Wastewater	\$5,519	\$5,572
Roadway Service Area A	\$1,061	\$499
Roadway Service Area B	\$1,072	\$1,261
Roadway Service Area C	\$2,556	\$2,127
Roadway Service Area D	\$4,004	\$3,452

IFAC Discussion: Most of the IFAC discussion involved land use assumptions along with some comments regarding the capital improvements plan for Roadway Service Area D. The concerns regarding land use assumption involved a lower than an expected amount of projected single-family city-wide and a lower amount of overall residential in Roadway Service Area D. The roadway study

projects 3,356 single-family units and 4,853 multi-family units city-wide over the 10-year study horizon. It was observed that an annual amount of 335 single-family units is below historic growth trends. The discrepancy can be attributed in part to how residential units are classified. Building permit data published by the City includes duplex and townhouse units as part of single-family so those figures are higher. In the roadway study, these units are included in the multi-family category as they are part of developments of higher density and have traffic generation demand more similar to multi-family.

In Roadway Service Area D, the study projects 693 single-family units, 751 multi-family units, and over 2.9 million square feet of non-residential uses. The generalized densities based on the future land uses identified on the Comprehensive Plan Future Land & Character Map and known upcoming developments were utilized to develop the land use assumptions. At the IFAC meeting, the Midtown developer provided project specific estimates of 725 single-family units, 1,750 multi-family units and 515,000 square feet of non-residential use. Based on building permit data, over 200 single-family units, 263 multi-family units, and more than 22,000 square feet of office have been permitted for this development thus far. It is unknown whether the remainder of the project will be completed within the 10-year horizon. In comparing the study land use assumptions to the specific project amounts provided, the study estimates fewer residential units but more commercial square feet than the developer projections. Kimley Horn ran a scenario including the Midtown project estimates that increased Service Area D to 1,184 single-family units and 1,750 multi-family units and reduced the non-residential uses by 604,500 square feet (2.9 million to 2.3 million square feet). This would result in a nominal change in calculations as vehicle mile demand would increase slightly from 16,625 to 16,809 and the resulting max fee would increase from \$3,452 to \$3,455 per service unit.

IFAC also discussed the capital improvement plan for Roadway Service Area D. The concern involved the amount of projects located on a large tract of land between the Pebble Creek subdivision and the Southern Pointe subdivision (projects D-13 through D-18). The Comprehensive Plan indicates the tract is planned for mostly single-family with commercial uses closer to State Highway 6. In keeping with the approach of the 2016 study, thoroughfares classified as major collectors or greater that are planned across private tracts of land were included in the study. As described in more detail below, the cost for these types of thoroughfares though have been reduced in the study to respond to feedback from stakeholders. The study calculates 16,625 vehicles miles of traffic demand from the projected growth. The capital projects included in the study would provide 18,775 vehicle miles of capacity being added so growth Service Area D is responsible for 88.5% of the cost of the projects included. Removal of some or all of these projects may reduce the max impact fee that is calculated though will also remove the potential for the developer of that tract to receive any impact fee credits for the construction of those thoroughfares and the City's ability to contribute roadway impact fee funds toward them.

Additional Background on Study Development: The earlier discussions held with IFAC, City Council and stakeholders resulted in revisions to the study updates. Most feedback involved the roadway impact fee study. The proposed roadway capital improvement plan was revised to remove potential roadway projects where wastewater capacity improvements were not likely to occur within the 10-year horizon of the study. These projects included removal of widening projects for portion of Rock Prairie Road West and Holleman Drive South in Roadway Service Area B.

Stakeholders requested that roadways that were likely to be constructed by development during the platting process be removed for the impact fee capital improvements project lists. The basis for the request was that development would be required to build roadways as per City ordinances but would

not receive impact fee credit for those improvements if they were roughly proportionate to their development. The project costs for several roadways have been reduced in the study to assume that development will construct at least a Minor Collector portion (2 lanes) of a Major Collector and two of the four lanes of a Minor Arterial for the future thoroughfares that are located across private tracts of land. The Major Collectors were reduced to 42% of their total cost which reflects the percentage increase from a 38-foot wide Minor Collector to a 54-foot wide Major Collector. The Minor Arterial projects were reduced to 50% of total cost to reflect removal of two of the four lanes. Projects that are expected to be constructed in whole or majority by the City were not reduced.

The Major Collector projects reduced are:

- D-7 (Durham Drive)
- D-14 (Lakeway Drive)
- D-15 (Mather Parkway)
- D-17 (Nantucket Drive)

The Minor Arterial projects reduced are:

- C-11 (WS Phillips Parkway)
- D-9 (Town Lake Drive)
- D-13 (Pebble Creek Parkway)
- D-16 (Nantucket Drive)
- D-18 (Southern Pointe Parkway)

These adjustments reduced the total cost of impact fee capital improvement projects in Service Area C by \$7,311,480 and in Service Area D by \$31,183,060 (\$10,470,060 from Major Collector reductions and \$20,713,000 from Minor Arterial reductions).

Another item requested by stakeholders has been to remove projects that have already been completed by the City, have had funds allocated toward them, or were included in prior bond elections. Staff recommends not to make these revisions as the projects are eligible impact fee projects since they have excess capacity available that future development will utilize, and the City is paying debt service toward them. For wastewater, the City has used impact fees as a funding source to pay debt service of projects that have been completed. Removal of completed projects will remove the opportunity to continue to use impact fee funds toward debt service of those projects. When the debt service of a project has been paid off, it is no longer an eligible impact fee project and would be removed as part of future impact study updates.

Budget & Financial Summary: N/A

Attachments:

1. IFAC Written Comments - Combined
2. Ordinance
3. 2021 Water and Wastewater Impact Fee Study
4. 2021 Roadway Impact Fee Study

From: [REDACTED]
To: [Kristen Hejny](#)
Subject: Written Comments to IFAC November 4 Agenda Items
Date: Tuesday, November 9, 2021 10:03:58 AM

***** This is an email from an EXTERNAL source. DO NOT click links or open attachments without positive sender verification of purpose. Never enter USERNAME, PASSWORD or sensitive information on linked pages from this email. *****

Hi Kristen,

Per the direction to the IFAC members last week, please consider this email my written comments to items on the November 4 agenda.

5.1: As voted during the public meeting, I recommend council review and adopt the semi-annual IF report.

5.2: (Addressed by topic below)

Growth assumptions: Like many of the IFAC members, I do not believe the growth assumptions accurately reflect expected population trends in this community during the next several years. The pandemic and changes in Americans' workplaces, commutes, and communities may very likely result in sustained growth of College Station as a destination for remote workers. Accordingly, demands on housing and infrastructure will persist, and we need to carefully reevaluate these new reasons why people may move to College Station. I would strongly recommend revising estimates upward for this update. Should that growth not materialize, council can always revise these estimates in the future.

Area rates: I believe rates should be equally applied across the city. We should not be selecting winners and losers—advantaging or disadvantaging certain areas, developers or business/homeowners. We are a transient, vehicle dependent community. We cannot assume the impacts of growth/development will be isolate to one small area of the city. The consultants have admitted as much and indicated a 4 mile commute is average around town. Rates should continue to apply uniformly across the city for predictability and fairness in future growth. This will be especially important as infill and redevelopment projects become more common during the next decade.

CIP Projects: I generally agree with the areas and projects identified in the report as expansion/construction projects. As Chair Christensen frequently points out, we need to focus on supporting growth on the west side of town (i.e., west of Wellborn Road). This especially means we need to focus on infrastructure that allows vehicular traffic to avoid crossing the Union Pacific railroad line whenever possible. I would recommend prioritizing such projects when possible.

5.3: As indicated in my public comments, I support increasing the current collection rates above the current rates. These rates were modest, have aided in collecting useful funds, and they have clearly not impacted commercial or residential growth in our community. I strongly disagree that council should enact a large increase (up to and including adopting the max collection rate). Such a change

would be punitive and would negatively impact growth and very important industries in this community. I believe council could adopt a collection rate up to double the current collection rate without creating any concerns. The council may choose to phase this in over time as well as certain grandfathering options.

Please let me know if you have any questions or concerns regarding the foregoing recommendations. Thanks.

Best,

Jeremy Osborne

[REDACTED]
[REDACTED]

IFAC Committee Statement

To Whom It May Concern,

After the final meeting of the IFAC, I'd like to lay out my thoughts on the overall endeavor.

First, I'd like to thank staff for working tirelessly to prepare this study for our consideration. College Station staff is top notch and I am proud to serve for them.

In regards to the study, I found it to be well laid out and sensible. My thoughts are that we should at least explore what Mr. Murr laid out in regards to growth. Obviously, he had his own ax to grind, but if we are underselling growth that would be an issue. Impact fees are a policy that I believe in, but for everyone to get on board, we need to be as transparent as possible. Either I was misunderstanding or there was disconnect between our growth predictions and his conservative growth projections. It should be addressed before there is movement to discredit the entire system.

Corporate Drive – I could be mistaken, but at city council the night the comp plan was adopted, I thought they made a change to the plan in regards to how Corporate Drive would connect to Pebble Creek. Was that reflected in this final study or am I misremembering?

In terms of implementation, anything "in the works" now should be grandfathered at the previous rate. I cannot determine what constitutes "in the works" but I would argue that it should be something with significant progress made and not something that is merely in the early phases of development. Staff should create a cut-off point in their process, i.e. once it reaches "X" it qualifies for grandfathering.

We should implement fees right away and not give a buffer time. Since impact fees exist as of right now, you are not developing without them in mind.

We should look further into an established program in which credits can be given based off certain criteria. For instance, an apartment complex that sets aside units for section 8 should get a credit. Any home buyer that uses the city's down payment assistance program should have their impact fees waived. Developers that build roads that are of a higher quality, therefore the city will not have to do as much maintenance on, should receive a credit. This way we are encouraging builders to meet our vision for the future of College Station.

Once again, thank you for all the time and effort put into the study.

William Wright

From: [REDACTED]
To: [Kristen Hejny](#)
Subject: Jim Jones - IFAC Comment"s
Date: Thursday, November 11, 2021 4:34:07 PM

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In Regards to the Kimley Horn Report:

The issue is this, we have a consultant creating a very complex report that most involved do not completely understand, and the outcome of the report can swing wildly based on the consultant's assumptions. A case can be made from the fact that the city hired the consultant, and there could be an underlying directive to make the max fee as high as possible, for which they would utilize the higher assumptions to achieve that objective. On the flipside, if the developers were to hire the consultant, then there could be an underlying directive to make the fees as low as possible, thus utilizing different assumptions. There are probably hundreds of assumptions in the report, from construction costs, finance costs, growth, what infrastructure will be needed, etc. Here are some examples of the bad assumptions that can be easily identified, but one can make a case that there are many more:

When the consultant was asked in the IFAC meeting, he admitted these things:

1. Including past projects. When considering only the infrastructure in question, not other budgetary needs, the use of the past projects in their total need estimate creates a scenario where it is double dipping if the tax rate does not correspondingly go down when the max fee is adopted. It is because the citizens are already paying a tax rate that services the debt on these projects. The use of these projects adds tens of millions of dollars to the total need.

2. Low growth projections tied with excess infrastructure capacity. Their growth projections are intentionally low, and they said it was because we can't annex. I would point out that most of our new permits don't come from land that has been annexed in recent years, and we have plenty of land to service the growth for the next 10 years. It was pointed out the infrastructure they counted in "Area D" would service at least 5,000 homes, yet they had no strong explanation for why they would count that much infrastructure, yet only estimate 693 homes being built over 10 years in "Area D".
3. Lower overall growth projections than the city has averaged for the last 5 years. The total single-family estimate in the report was only 3,354 homes which comes out to 335 per year, and the average single-family permit number for the last 6 years was over 600. If we apply a decent annual growth percentage then the estimate for single family homes should be over 7,000 in the next 10 years. Doesn't the city continuously promote a strong growth rate in all its marketing?
4. The consultant pointed out how they are using 50% on the 4 lane divided thoroughfares. The issue here is that the first two lanes the developer will have to build are much more costly than the 2nd two lanes, so perhaps they should only be using 35%. Additionally, the 2nd two lanes will not be needed within the 10 year window since the first two lanes haven't been built yet and most have no timeline for starting. They most definitely will not be needed based on the low growth numbers the consultant has presented.

I believe these are just a few of the observations from the possibly swayed assumptions utilized, which caused the report to drastically overstate what the fees should be. It's my opinion that the report is not accurate, thus should not be relied upon in determining future impact fees.

Regards, Jim

Comments on Impact Fee Report

Richard T. Woodward, Ph.D.

PART 1: MAXIMUM ALLOWABLE IMPACT FEES

When evaluating the calculations of the maximum allowable impact fees, the key phrase is “attributable to new growth.” The only valid costs that should be included in the maximum allowable fees are those that will arise because of new construction. This is a difficult calculation, fraught with uncertainty about what exactly will be built and about what capital projects will be required due to new construction. When analyzing the validity of the maximum allowable fees, there are two critical pieces: the numerator, which is an estimate of the capital improvement costs that are anticipated to be *attributable to new growth*, and the denominator, an estimate of the number of housing units over which these costs should be shared.

Water and wastewater project costs attributable to new growth

There was little discussion of the water and wastewater costs. The developers, who have clear knowledge of the anticipated needs and a clear incentive to make objections known, did not express significant reservations. *It is my conclusion that these costs are reasonable.*

Roadway project costs attributable to new growth

There was significant discussion of the roadway costs early on in IFAC’s discussion, but it seems that the projects were scaled back to reasonable levels that are in fact attributable to new growth. The report makes it clear that costs included in the CIP list are only those that are truly additional – costs that are already borne by the developers are not included in the list. Furthermore, in our final meeting there was little discussion of the final set of projects included in the list.

One assumption that seems questionable to me was the assumption that the transportation demand factor is the same in all four service areas. However, since by statute only roadway costs within a service area can be included and these must be applied only to construction within the service area, this assumption has a negligible effect on the final cost per service unit. *It is my conclusion, that the roadway project costs are probably the best possible estimate of those costs that are attributable to new growth in each service area.*

Land use assumptions

There may be concerns with the land-use numbers and these might be on the low side. If the denominator is wrong, this could result in an overestimate of the appropriate costs per housing unit. To some extent this is mitigated by the percentage utilization – if there is an underestimate in the number of houses to be constructed there is also an underestimate in the utilization rate. However, this is not complete and it appears that no utilization rate adjustment is being made in the roadway calculations. Moreover, it was convincingly argued that there may be an underestimate of the number of units to be built over the next decade in Service Area D, which is estimated at only 693 and 751 single and multi-family units respectively given proposed development in that area and the historical record. Finally, in the city’s recently adopted Comprehensive Plan, it is estimated that the city’s population will grow by nearly 40,000 between 2020 and 2030. It is hard to reconcile, therefore, the impact fee report’s estimates of only 8,209 additional units (3,356 single-family units and 4,853 multi-family units) with the historical data or the predicted growth.

It is my conclusion that the predicted number of housing units to be built over the next decade may be underestimated. Staff and the consultants should convincingly clarify how their numbers are consistent with historic growth rates and population growth rates that have been endorsed by the city. If there is an underestimate, this may be greatest in the areas where the most open space remains (Service Areas C and D), where the number of service areas predicted could be off by a factor of two or more.

PART 2: COLLECTION RATE

In the rest of my discussion, I will focus on the collection rate separately from the calculation of the maximum allowable fee. That is, I consider how collection rates should be set assuming the maximum fee calculated correctly, capturing the costs that are attributable to a new service unit.

Compared to the discussion of the maximum allowable fees, the discussion of the rate received very little attention in the IFAC meetings. Other than benchmarks from other cities, staff provided no analysis to assist in the committee's deliberations. This is unfortunate. There are several important issues that should influence the city's decision about the rate that should be charged and there is substantial scholarly literature and empirical analysis that could have informed this discussion. I had not understood that IFAC was charged with weighing in on this issue until well into our meeting on November 4, so I did not investigate the matter in depth prior to that meeting. Since that time, however, I have had an opportunity to review some of the relevant economic literature on the matter. ***In my comments below I discuss the rate that should be used on several aspects of the decision based on my training and experience as an economist and my reading of some of the relevant literature.***

What rate should be used?

If the maximum allowable rate is correct and all the projects are in fact attributable to new growth, then this amount is a good estimate of real costs that will result in the city because of new development. Collection at a rate anything below 100% is a subsidy – costs are resulting because of an action and those costs must be paid. If those costs are not paid through impact fees, they must be paid for through either reduced city services or increased taxes.

While there are often good reasons to subsidize activities (see below), one of the basic tenants of economic efficiency is that when an economic agent is not responsible for the costs of their actions, the result will be economically inefficient. Imagine, for example, that a lumberjack could sell timber that they did not purchase. The result would be excessively high rates of deforestation. The same basic principle applies here.

It is not surprising, therefore, that the economic literature that evaluates impact fees finds that they are more efficient than the alternative in which the costs that result from new construction are paid through city-wide taxes. Models that have studied this (Brueckner, 1997; Jones & Snow, 2015) have found that impact fees are, from an efficiency perspective, the preferred approach.

Based on my economics training and the literature that I have studied, it is my opinion that the city should seek to significantly increase the collection rate with a target of reaching a point

where for most homes the impact fee captures 100% of the true costs attributable to new development.

Effects on housing prices and the market

There are, however, consequences of imposing impact fees. Each \$1 increase in the impact fee must be paid for by the buyer, the seller, or a shared between the two parties. There is abundant empirical evidence that impact fees increase the price of new homes – buyers pay at least a share of the fee. For example, Burge & Ihlanfeldt (2006) found “a \$1.00 increase in non-water/sewer impact fees will increase the price of small, medium, and large homes by \$0.39, \$0.82, and \$1.27, respectively.” Why would the effect be less than 1:1 for small homes? Probably because competition in that market cannot bear a price increase, meaning that the costs are absorbed by the developer. Somewhat surprisingly, numerous studies have found as Burge & Ihlanfeldt (2006), that a \$1 increase in the impact fee has resulted in an increase in the price of more than \$1? This has been attributed to an increase in demand, since impact fees can lead to lower property tax rates and/or improved services (Burge & Ihlanfeldt, 2006; Mathur, 2013). For example, one study found that “an impact fee assessment of \$1,182 for a single family dwelling increased the price of new housing by \$3,300 to \$4,500” (Evans-Cowley & Lawhon, 2003). Numerous studies have found that for each \$1 increase in the impact fee, prices increase by more than \$1, suggesting that the impact fees are correlated with other factors that lead to increases in the demand for housing.

Overall, therefore, it seems likely a decision to charge a higher rate will translate into higher home prices – the cost of the impact fee will largely be borne by new home purchasers, not the developers. At the same time, over the long term, there is evidence that impact fees translate into improved public services and/or lower tax rates, which makes new homes more attractive.

When the price of homes goes up, the number of homes that are sold will tend to fall – demand curves are downward sloping. This is probably particularly true in College Station, where good substitutes exist in the existing stock of housing, outside the city limits or in Bryan. Hence, a decision to increase the impact fees will affect the housing market. There will be fewer sales between willing buyers and sellers. However, in my opinion, that may be a desirable outcome from the perspective of the city for three reasons.

First, if fewer homes are built, then costs attributable to that development will fall. Second, it is important to remember that bigger is not necessarily better – cities all over the country are struggling today from decisions decades ago to grow at all costs and are now burdened with an expensive and deteriorating infrastructure.

Third, one should note that developable land within the City of College Station is a finite resource. Any lot that is developed today is a lot that cannot be developed in the future. We are running out of space. Allowing public policy and market forces to slowly work out the best use for that finite resource is wise.

It is my conclusion that impact fees will have a direct effect on the prices of homes in our community and this will result in a reduction in the rate of growth of the housing stock in the city. However, this need not be a bad thing. Rather, given recent changes in annexing laws, the city needs to treat developable land as a scarce finite resource. Using that land slower than

would occur under a free market is economically efficient and would allow for more careful city planning.

Impacts on affordable housing

Because the formula used to set the impact fees are based on a per service unit basis, the fees are clearly regressive – smaller inexpensive homes are affected much more than more expensive homes. Moreover, if the prices of small homes increase by less than \$1 for each dollar in impact fees, then the impact fees directly affect the developers' profit margin, discouraging the construction of the home types that are greatly needed in College Station.

Hence, any decision on the collection rate should acknowledge and make accommodations for the housing types that are perceived to be undersupplied currently and an impact fee offers a clear way to subsidize such housing. City staff informed the IFAC that it is possible to include provisions to allow reduced impact fees on a case-by-case basis, thus encouraging affordable housing. This means that higher collection rates are even more attractive. If the impact fee is \$200, then Council can give a \$200 incentive to build a house that will meet critical needs. If the fee is \$2,000, then the potential incentive is ten times greater. *In conclusion, it is my opinion that if the council responds to the need, a strong impact fee policy can be leveraged to provide a strong incentive to increase affordable housing in our community.*

Differential impact fees across areas

The roadway impact fees are estimated for four service areas and the estimated attributable costs per service unit varied dramatically, from \$1,876 per single-family in Service Area A, to \$12,979 in Service Area D. If calculated correctly, these are real costs attributable to growth in these areas. If the collection rate is set at 50%, that means that the city is providing a subsidy of nearly \$6,500 in Area D and only \$940 in Area A. If a flat rate were used, say \$1,000, this would mean that development in Area A would actually be subsidizing development in Area D.

Been (2005) states the importance of differential fees very clearly:

To encourage efficiency... impact fees must be structured as prices, meaning that they must fully reflect the costs of servicing the development and, accordingly, must be tailored to the particular characteristics of a development (its distance from existing streets or roads, for example, or whether its geography makes it difficult to serve with water and sewer mains) that affect the cost of service. (p. 146)

Failure to charge different fees in different areas is not only economically inefficient, it is also unfair. The value per acre of undeveloped property near the center of the city will tend to be greater, while the impacts of development there is lower. Both efficiency and fairness are best served by creating fees that vary with the costs that development imposes on the city.

It is my conclusion, therefore, that economic efficiency demands a differential rate across areas. A flat-rate approach as was adopted in 2016 does not provide the correct signals to the marketplace; it encourages development in the areas where it is most costly to the city, and results in inequitable treatment of those carrying out development.

Grandfathering

When a government develops a reputation of acting capriciously, there will be a strong negative effect on business investment. The implementation of the impact fee should be done in a way that respects good-faith investments that developers have made in our community. On the other hand, all entrepreneurs know that government policies change, sometimes for the better, sometimes for the worse.

I believe that any higher impact fee rate should not be imposed on properties that have already been platted, and perhaps for larger projects that are well underway. In recognition that some investments are made years before platting, a gradual approach to the final rate is desirable.

Intergenerational fairness

Some would argue that since impact fees did not exist in the past, it is unfair to impose them in the future. There is some merit to this point: a home buyer in a market in 2025 will be charged for fiscal impacts that were not charged on a home buyer in 2005; the costs of the impacts created by the home in 2005 were covered by property taxes.

However, just because something was cheaper in the past does not mean that it will or should always remain so. The cost of a college education in the 1950s was a tiny fraction of what it is today. Moreover, the city must be forward-looking and fiscally prudent in its planning and impact fees are fiscally prudent. A well-managed city benefits future residents just as it does current residents.

It is my opinion that the fact that impact fees were not paid in the past is not a justification for not charging them in the future. Rather, moving to a more efficient system of impact fees is fair to both current and future residents of College Station.

References

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- Mathur, S. (2013). Do All Impact Fees Affect Housing Prices the Same? *Journal of Planning Education and Research*, 33(4), 442–455. <https://doi.org/10.1177/0739456X13494241>

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 107, "IMPACT FEES," ARTICLE I "SPECIFIC IMPACT FEES," AND ARTICLE II, "SYSTEM-WIDE IMPACT FEES," OF THE CODE OF ORDINANCES OF THE CITY OF COLLEGE STATION, TEXAS, BY: REPEALING ARTICLE I IN ITS ENTIRETY; AMENDING SECTIONS 107-71 "SYSTEM-WIDE IMPACT FEES FOR WATER SERVICES," 107-72 "SYSTEM-WIDE IMPACT FEES FOR WASTEWATER SERVICES," AND 107-73 "SYSTEM-WIDE ROADWAY IMPACT FEES" IN THEIR ENTIRETY; ADDING A NEW SECTION 107-74, "UPDATE OF PLAN AND REVISION OF FEES"; PROVIDING A SEVERABILITY CLAUSE; DECLARING A PENALTY; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS:

- PART 1:** That Chapter 107, "Impact Fees," Article I, "Specific Impact Fees," and Article II, "System-wide Impact Fees," of the Code of Ordinances of the City of College Station, Texas, shall hereby be amended as set out in **Exhibit "A"** attached hereto and made a part of this Ordinance for all purposes.
- PART 2:** If any provision of this Ordinance or its application to any person or circumstances is held invalid or unconstitutional, the invalidity or unconstitutionality does not affect other provisions or application of this Ordinance or the Code of Ordinances of the City of College Station, Texas, that can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this Ordinance are severable.
- PART 3:** That any person, corporation, organization, government, governmental subdivision or agency, business trust, estate, trust, partnership, association and any other legal entity violating any of the provisions of this Ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine of not less than twenty five dollars (\$25.00) and not more than five hundred dollars (\$500.00) or more than two thousand dollars (\$2,000) for a violation of fire safety, zoning, or public health and sanitation ordinances, other than the dumping of refuse. Each day such violation shall continue or be permitted to continue, shall be deemed a separate offense.
- PART 4:** This Ordinance will be effective on January 1, 2022.

PASSED, ADOPTED and APPROVED this 22nd day of November, 2021.

ATTEST:

APPROVED:

City Secretary

Mayor

APPROVED:

City Attorney

EXHIBIT A

That Chapter 107, “Impact Fees,” Article I, “Specific Impact Fees,” is hereby repealed in its entirety.

That Article II, “System-wide Impact Fees,” Sections 107-71 “System-wide impact fees for water services,” 107-72 “System-wide impact fees for wastewater services,” and 107-73 “System-wide roadway impact fees,” of the Code of Ordinances of the City of College Station, Texas, is hereby amended in its entirety as follows:

Sec. 107-71. System-wide impact fee for water services.

- (a) *Purpose.* This section is intended to ensure the provision of adequate public facilities to serve new development in an identified service area by requiring each such new development to pay a share of the costs of water improvements necessitated by and attributable to it as set forth herein and in accordance with Texas Local Government Code ch. 395.
- (b) *Authorization.*
 - (1) This section is adopted pursuant to Texas Local Government Code ch. 395 and other applicable law. Said Chapter 395 supplements this section to the extent that its provisions may be applicable hereto and, to such extent, its provisions are incorporated herein. The provisions of this section shall not be construed to limit the power of the City to utilize other methods authorized under State law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this section. Guidelines may be developed by ordinance, resolution, or otherwise to implement and administer this section.
 - (2) Impact fees established by this section are additional and supplemental to, and not in substitution of, any other requirements imposed by the City on the development or subdivision of land, the issuance of building permits, or the sale of water or wastewater taps.
- (c) *Service area.* The impact fee service area for this section is established, consisting of land within the City limits and portions of the City's extraterritorial jurisdiction as shown in the 2021 Water and Wastewater Impact Fee Update Study prepared by Freese and Nichols, Inc., dated November 2021, a portion showing the service area which is attached hereto as Exhibit E, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office along with a copy of the entire Study.
- (d) *Land use assumptions.* The land use assumptions for the impact fee imposed under this section upon which the Capital Improvements Plan for water facilities are based are as set forth in the 2021 Water and Wastewater Impact Fee Update Study prepared by Freese and Nichols, Inc., dated November 2021, a portion showing the land use assumptions which is attached hereto as Exhibits F-1 and F-2, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office.
- (e) *Capital Improvements Plan.* The Capital Improvements Plan for this section identifying capital improvements for the provision of water services in the service area is as set forth in the 2021 Water and Wastewater Impact Fee Update Study prepared by Freese and Nichols, Inc., dated November 2021, a portion showing the Capital Improvements Plan which is attached hereto as Exhibits G-1 and G-2, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office.

- (f) *Service unit.* Service units used to determine the amount of impact fees under this section shall be expressed in terms of land use equivalents (LUEs) with one LUE representing one typical water meter for one single-family residence receiving water service.
- (g) *Impact fee.* In accordance with this section and based upon the land use assumptions and Capital Improvements Plan herein, the maximum assessable impact fee per service unit for water services is as set forth in Exhibits H-1 and H-2, attached hereto, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office. The maximum assessable impact fee per service unit for water services will be assessed in accordance with applicable state law and at the time set out below. No action is required by the City. In accordance with this section and based upon the land use assumptions and Capital Improvements Plan herein, there is hereby imposed a collection rate for system-wide water services impact fee per service unit as set forth in Exhibit I, attached hereto, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office. This system-wide water services impact fee per service unit as set out in Exhibit I will be collected in accordance with applicable state law. However, the City may vary the rates of the system-wide water services impact fee per service unit to be collected, as set out in Section 107-74, to reasonably further goals and policies affecting the adequacy of water facilities serving new development or for other regulatory purposes affecting type, quality, intensity, economic development potential, or development timing of land uses. The system-wide water services impact fee per service unit to be paid and collected shall be the amount listed in Exhibit I then in effect at the time of collection.
- (h) *Assessment and collection.* Assessment and collection of the impact fees established under this section shall be as set forth herein and in accordance with applicable State law, and with assessment to occur at the time the final plat is recorded when platting is required. If platting is not required, assessment shall occur at the earliest time allowed by law or by agreement as allowed by law.
- (i) *Accounting.* Funds collected through the adoption of the impact fees set forth in this section shall be deposited in interest-bearing accounts clearly identifying the category of capital improvements or facility expansions within the service area for which the fee is adopted.
- (j) *Certification.* The City Council certifies that none of the impact fee under this section will be used or expended for an improvement or expansion not identified in the Capital Improvements Plan.
- (k) *Impact fee waivers or reductions for housing affordability.* System-wide impact fees for water services may be waived or reduced for the purpose of promoting affordability in housing in accordance with state law and pursuant to administrative guidelines promulgated by the City which may be amended from time to time.

Exhibit E: Service Area for System-Wide Water Services

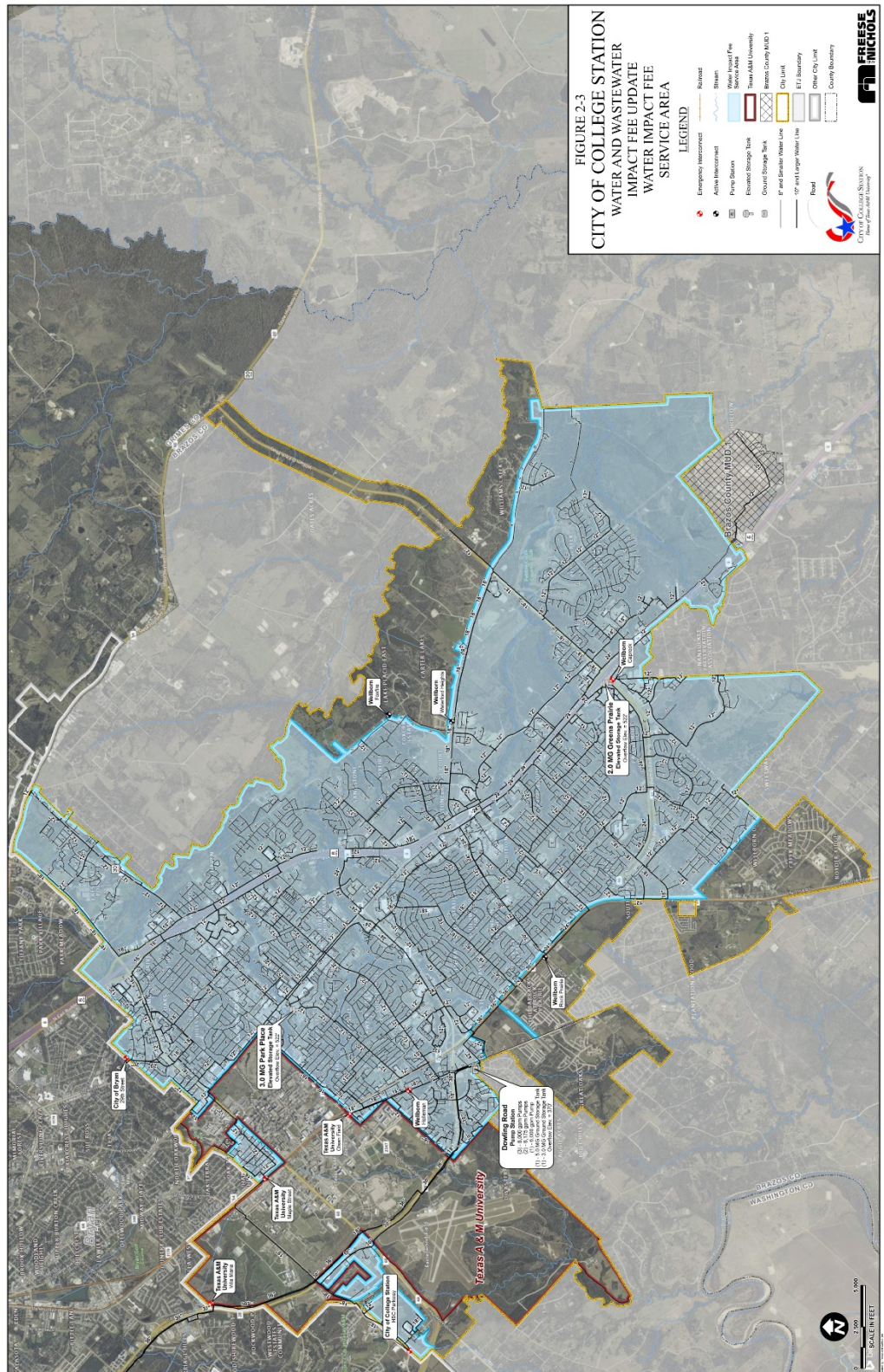


Exhibit F-1: Land Use Assumptions for System-Wide Water Services

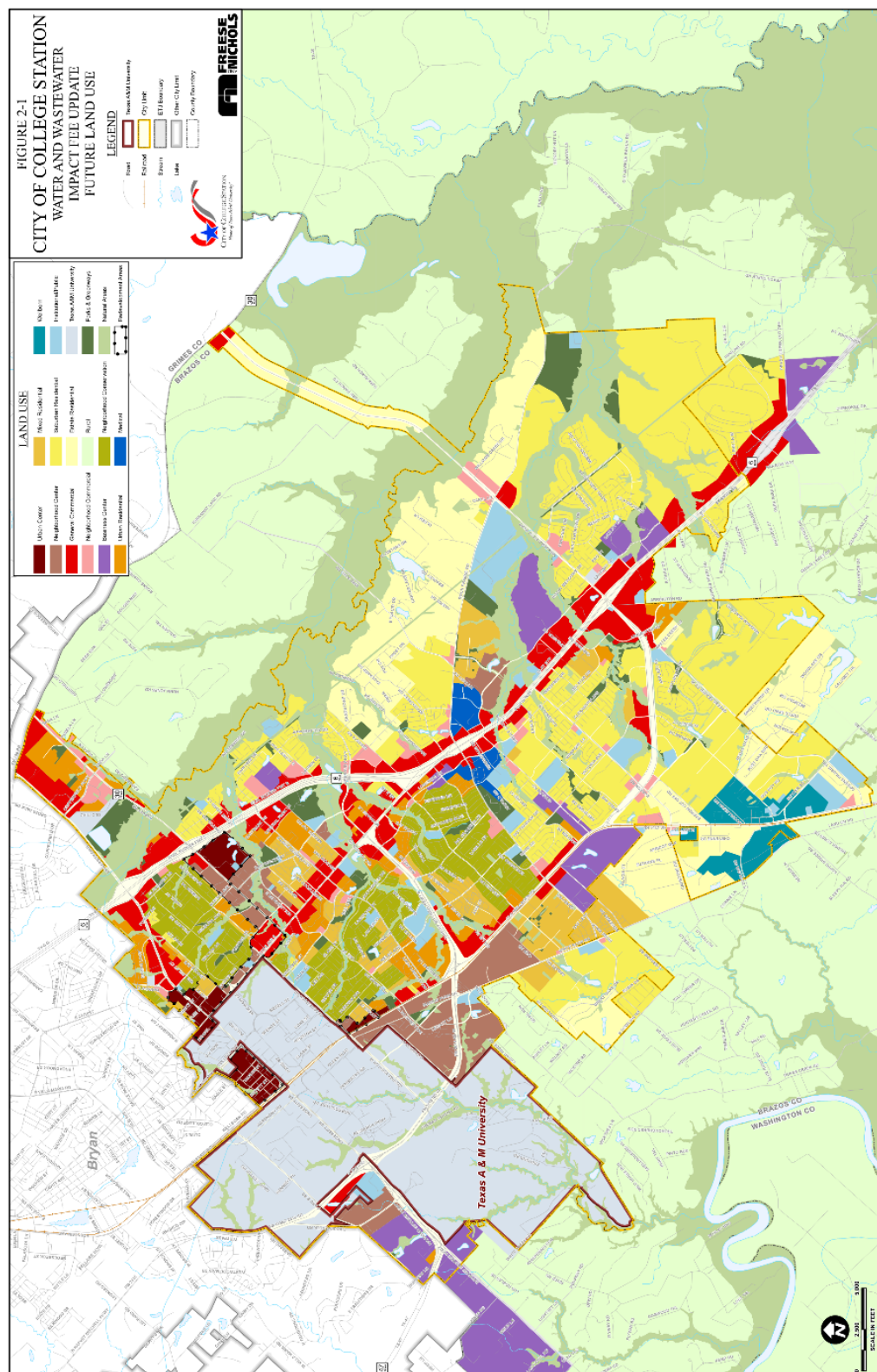


Exhibit F-2: Growth in LUEs for System-Wide Water Services

Table 2-2: Water and Wastewater Impact Fee Service Area LUEs

Year⁽¹⁾	Water LUEs	Wastewater LUEs
2021	55,780	58,423
2031	69,824	71,328
Growth in LUEs	14,044	12,905

(1) 2021 LUEs estimated based on water meter billing data and meters identified as water only or sewer only meters.

Exhibit G-1: Capital Improvements Plan for System-Wide Water Services

Table 3-3: Impact Fee Eligible Water System Capital Projects

Project Type	Impact Fee Eligible CIP No.	Description of Project ⁽¹⁾	Total Capital Cost (2021 Dollars)
Recently Completed Projects	A	High Service Pumping Improvements	\$ 3,597,227
	B	BioCorridor Water Line	\$ 998,884
	C	Area 2 Water Line Extension	\$ 1,000,000
	D	Cooling Tower Expansion	\$ 3,795,667
	E	Well No. 10 Land Acquisition	\$ 1,048,633
	F	Well No. 9 and Collection Line	\$ 7,623,202
	G	Midtown Drive 12-inch Water Line	\$ 920,000
	H	The Crossing at Lick Creek Phase 1 - 3 Oversize Participation	\$ 45,233
	I	Embassy Suites Water Line Oversize Participation	\$ 15,030
	J	Brazos Valley Auto Complex Oversize Participation	\$ 84,791
	K	Castlegate II Oversize Participation	\$ 50,871
	L	Greens Prairie Oversize Participation	\$ 96,498
	M	Summit Crossing Phase 3A Oversize Participation	\$ 32,550
	N	SH 6 Water Line Phase 1 and 2	\$ 1,036,568
Recently Completed Project Subtotal			\$ 20,345,154
Ongoing Projects	O	SH 6 Water Line Phase 3	\$ 3,050,000
	P	3.0 MG Elevated Storage Tank and Pressure Reducing Valves	\$ 8,690,000
	Q	SH 40 Water Line Phase 1 and 2	\$ 4,200,000
	R	2021 Impact Fee Study	\$ 150,000
Ongoing Project Subtotal			\$ 16,090,000
Proposed Projects	1	New and Replacement 12-inch Rock Prairie Road Water Line	\$ 2,289,500
	2	New 18-Inch Midtown Business Center Water Line	\$ 2,796,400
	3	BioCorridor Water Line Improvements	\$ 2,741,200
	4	Water Supply Well No. 10	\$ 19,223,900
	5	Harvey Mitchel Parkway Water Line Replacement	\$ 4,236,400
Proposed Future Project Subtotal			\$ 31,287,400
Total Impact Fee Eligible Water Capital Improvements Cost			\$67,722,554

(1) Oversize participation projects include only the portion of costs paid for by the City.

Exhibit G-2: Map of Capital Improvements Plan for System-Wide Water Services

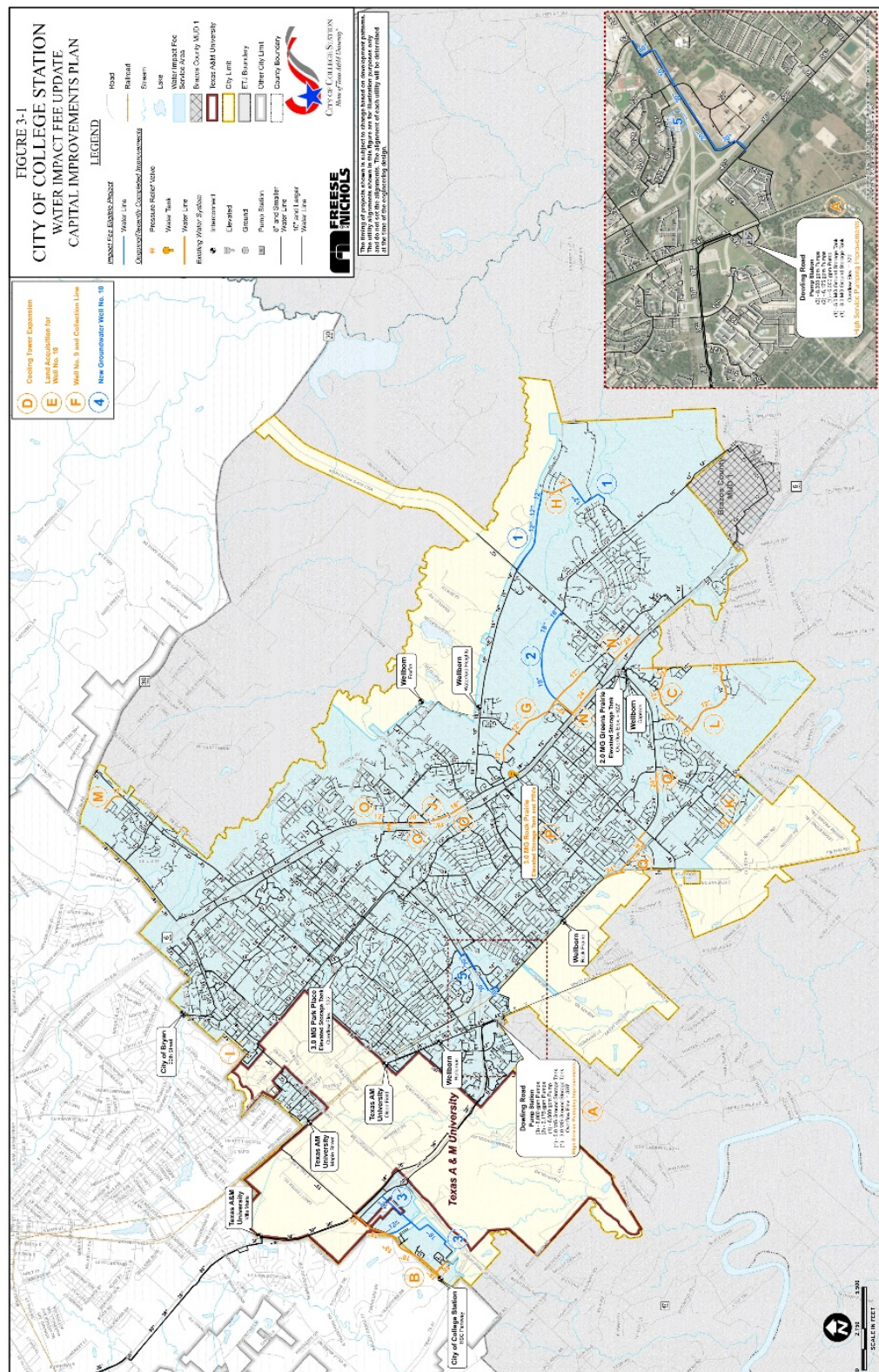


Exhibit H-1: Maximum Assessable Impact Fee Per Service Unit for Water Services

Table: 4-3: Water Impact Fee Calculation

Water Impact Fee	
Total Eligible Capital Improvement Costs	\$43,760,813
Total Eligible Financing Costs	\$12,663,228
Rate Credit	(\$1,966,603)
Total Impact Fee Eligible Cost⁽¹⁾	\$54,457,437
10-Year Growth in Water LUEs	14,044
Maximum Allowable Water Impact Fee per LUE⁽²⁾	\$3,877

(1) Total eligible capital and financing costs minus the rate credit

(2) Total eligible costs divided by the growth in LUEs

Exhibit H-2: Maximum Assessable Impact Fee Per Meter for Water Services

Water - Maximum Assessable Fee Per Meter

Water Meter Size	Final Plat Recorded Prior to 01/01/22	Final Plat Recorded On or After 01/01/22
5/8"x3/4"	\$2,917	\$3,877
1"	\$4,959	\$12,923
1-1/2"	\$31,212	\$41,354
2"	\$31,212	\$41,354
3"	\$77,884	\$103,386
4"	\$155,476	\$206,773
6"	\$311,244	\$413,546
8"	\$525,060	\$697,860
10"	\$777,964	\$1,033,866

Exhibit I: Collection Rate Imposed Per Service Unit for System-Wide Water Services

Water Meter Size	Water Impact Fee Per Meter Building Permit On or After 12/1/2017
5/8"x3/4"	\$500
1"	\$850
1-1/2"	\$5,350
2"	\$5,350
3"	\$13,350
4"	\$26,650
6"	\$53,350
8"	\$90,000
10"	\$133,350

Sec. 107-72. System-wide impact fees for wastewater services.

- (a) *Purpose.* This section is intended to ensure the provision of adequate public facilities to serve new development in an identified service area by requiring each such new development to pay a share of the costs of wastewater collection and treatment improvements necessitated by and attributable to it as set forth herein and in accordance with Texas Local Government Code ch. 395.
- (b) *Authorization.*
 - (1) This section is adopted pursuant to Texas Local Government Code ch. 395 and other applicable law. Said Chapter 395 supplements this section to the extent that its provisions may be applicable hereto and, to such extent, its provisions are incorporated herein. The provisions of this section shall not be construed to limit the power of the City to utilize other methods authorized under State law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this section. Guidelines may be developed by ordinance, resolution, or otherwise to implement and administer this section.
 - (2) Impact fees established by this section are additional and supplemental to, and not in substitution of, any other requirements imposed by the City on the development or subdivision of land, the issuance of building permits, or the sale of water or wastewater taps.
- (c) *Service area.* The impact fee service area for this section is established, consisting of land within the City limits and portions of the City's extraterritorial jurisdiction as depicted in the 2021 Water and Wastewater Impact Fee Update Study prepared by Freese and Nichols, Inc., dated November 2021, a portion showing the service area which is attached hereto as Exhibit J, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office along with a copy of the entire Study.
- (d) *Land use assumptions.* The land use assumptions for the impact fee imposed under this section upon which the Capital Improvements Plan for wastewater facilities are based are set forth in the 2021 Water and Wastewater Impact Fee Update Study prepared by Freese and Nichols, Inc., dated November 2021, a portion showing the land use assumptions which is attached hereto as Exhibits K-1 and K-2, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office.
- (e) *Capital improvements plan.* The Capital Improvements Plan for this section identifying capital improvements for the provision of wastewater services in the service area is as set forth in the 2021 Water and Wastewater Impact Fee Update Study prepared by Freese and Nichols, Inc., dated November 2021, a portion showing the Capital Improvements Plan which is attached hereto as Exhibits L-1 and L-2, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office.
- (f) *Service units.* Service units used to determine the amount of impact fees under this section shall be expressed in terms of land use equivalents (LUEs) with one LUE representing one typical water meter for one single-family residence receiving wastewater services.
- (g) *Impact fee.* In accordance with this section and based upon the land use assumptions and Capital Improvements Plan above, the maximum assessable impact fee per service unit for

wastewater collection and treatment services is as set forth in Exhibits M-1 and M-2, attached hereto, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office. The maximum assessable impact fee per service unit for wastewater collection and treatment services will be assessed in accordance with applicable state law and at the time set out below. No action is required by the City. In accordance with this section and based upon the land use assumptions and Capital Improvements Plan above, there is hereby imposed a collection rate for system-wide wastewater collection and treatment impact fee per service unit as set forth in Exhibit N, attached hereto, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office. This system-wide wastewater collection and treatment services impact fee per service unit as set out in Exhibit N will be collected in accordance with applicable state law. However, the City may vary the rates of system-wide wastewater collection and treatment services impact fee per service unit to be collected, as set out in Section 107-74, to reasonably further goals and policies affecting the adequacy of wastewater collection and treatment facilities serving new development or for other regulatory purposes affecting type, quality, intensity, economic development potential, or development timing of land uses. The system-wide wastewater collection and treatment services impact fee per service unit to be paid and collected shall be the amount listed in Exhibit N then in effect at the time of collection.

- (h) *Assessment and collection.* Assessment and collection of the impact fees established under this section shall be as set forth herein and in accordance with applicable State law, and with assessment to occur at the time the final plat is recorded when platting is required. If platting is not required, assessment shall occur at the earliest time allowed by law or by agreement as allowed by law.
- (i) *Accounting.* Funds collected through the adoption of the impact fees set forth in this section shall be deposited in interest-bearing accounts clearly identifying the category of capital improvements or facility expansions within the service area for which the fee is adopted.
- (j) *Certification.* The City Council certifies that none of the impact fees under this section will be used or expended for an improvement or expansion not identified in the Capital Improvements Plan.
- (k) *Impact fee waivers or reductions for housing affordability.* System-wide impact fees for wastewater collection and treatment services may be waived or reduced for the purpose of promoting affordability in housing in accordance with state law and pursuant to administrative guidelines promulgated by the City which may be amended from time to time.

Exhibit J: Service Area for System-Wide Wastewater Collection and Treatment Services

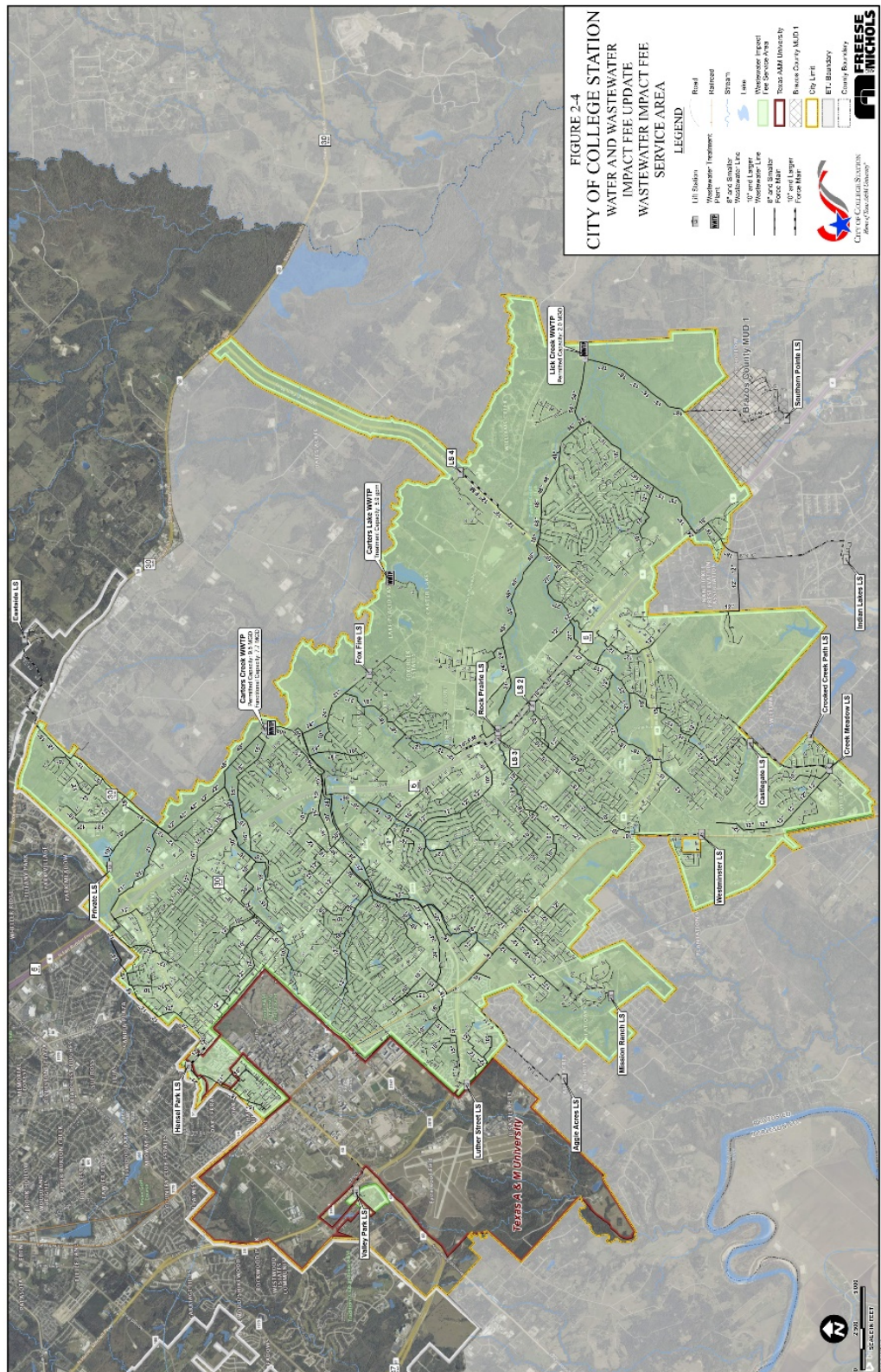


Exhibit K-1: Land Use Assumption for System-Wide Wastewater Collection and Treatment Services

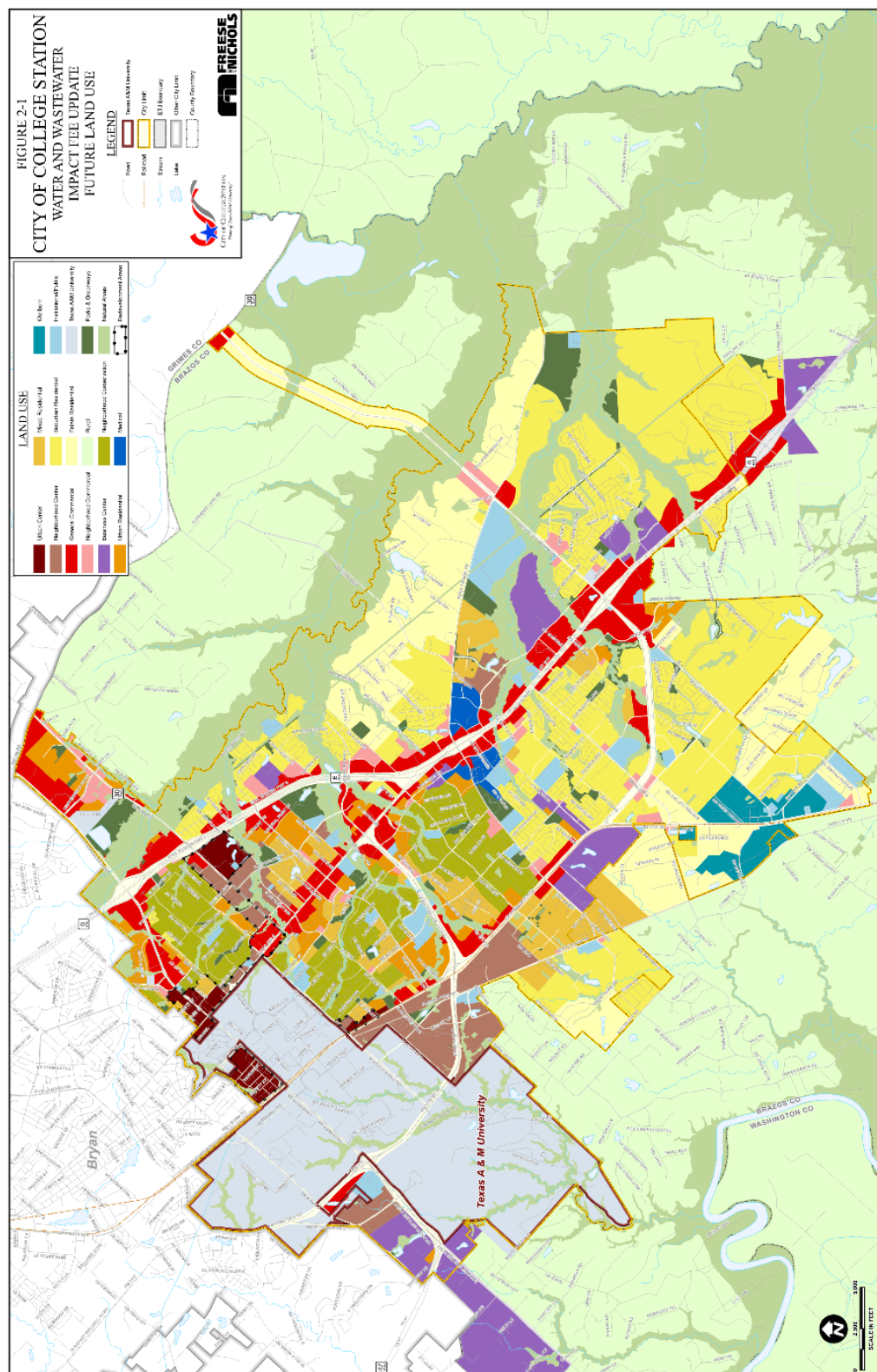


Exhibit K-2: Growth in LUEs for System-Wide Wastewater Collection and Treatment Services

Table 2-2: Water and Wastewater Impact Fee Service Area LUEs

Year⁽¹⁾	Water LUEs	Wastewater LUEs
2021	55,780	58,423
2031	69,824	71,328
Growth in LUEs	14,044	12,905

(1) 2021 LUEs estimated based on water meter billing data and meters identified as water only or sewer only meters.

Exhibit L-1: Capital Improvements Plan for System-Wide Wastewater Collection and Treatment Services

Table 3-4: Impact Fee Eligible Wastewater System Capital Projects

Project Type	Impact Fee Eligible CIP No.	Description of Project ⁽¹⁾	Total Capital Cost (2021 Dollars)
Recently Completed Projects	A	Royder/Live Oak Sewer Service	\$ 1,691,256
	B	Bee Creek Interceptor Phase 1 and 2	\$ 8,472,421
	C	Lick Creek Trunk Line	\$ 14,020,058
	D	Medical District Trunk Line Phase 1 (Participation Agreement)	\$ 1,770,375
	E	Northeast Trunk Line Phase 1 and 2	\$ 6,558,738
	F	Southwood Valley Trunk Line Phase 1	\$ 1,518,488
	G	18-Inch Harvey Road Gravity Line	\$ 188,790
	H	Creek Meadows Lift Station Upsizing and Force Main	\$ 212,587
	I	Nagle Street Student Housing Oversize Participation	\$ 26,854
	Recently Completed Project Subtotal		\$ 34,459,567
Ongoing Projects	J	Bee Creek Interceptor Phase 3	\$ 3,900,000
	K	Medical District Trunk Line Phase 2 and 3	\$ 3,250,000
	L	Northeast Trunk Line Phase 3 and 4	\$ 13,861,000
	M	Carters Creek Diversion Lift Station Phase 1	\$ 13,900,000
	N	Lick Creek WWTP Phase 1 Expansion	\$ 39,014,049
	O	2021 Impact Fee Update	\$ 174,150
	Ongoing Project Subtotal		\$ 74,099,199
Proposed Projects	1	15/18/24/30/36-inch Southwood Valley Interceptor Phase 2	\$ 7,314,800
	2	18/21/24-Inch Bee Creek Trunk Line Phase 4	\$ 5,357,800
	3	18/21-Inch Alum Creek Sewer Trunk Line	\$ 11,136,600
	4	8-Inch Creek Meadows Force Main Re-Routed to Alum Creek Trunk Line	\$ 2,517,900
	5	Lick Creek WWTP Phase 2 Expansion (to 8.0 MGD)	\$ 49,946,000
	6	21/24-Inch Harvey Road Replacement Gravity Line	\$ 4,916,300
	Proposed Project Subtotal		\$ 81,189,400
Total Impact Fee Eligible Wastewater Capital Improvements Cost			\$ 189,748,166

(1) Oversize participation projects include only the portion of costs paid for by the City.

Exhibit L-2: Map of Capital Improvements Plan for System-Wide Wastewater Collection and Treatment Services

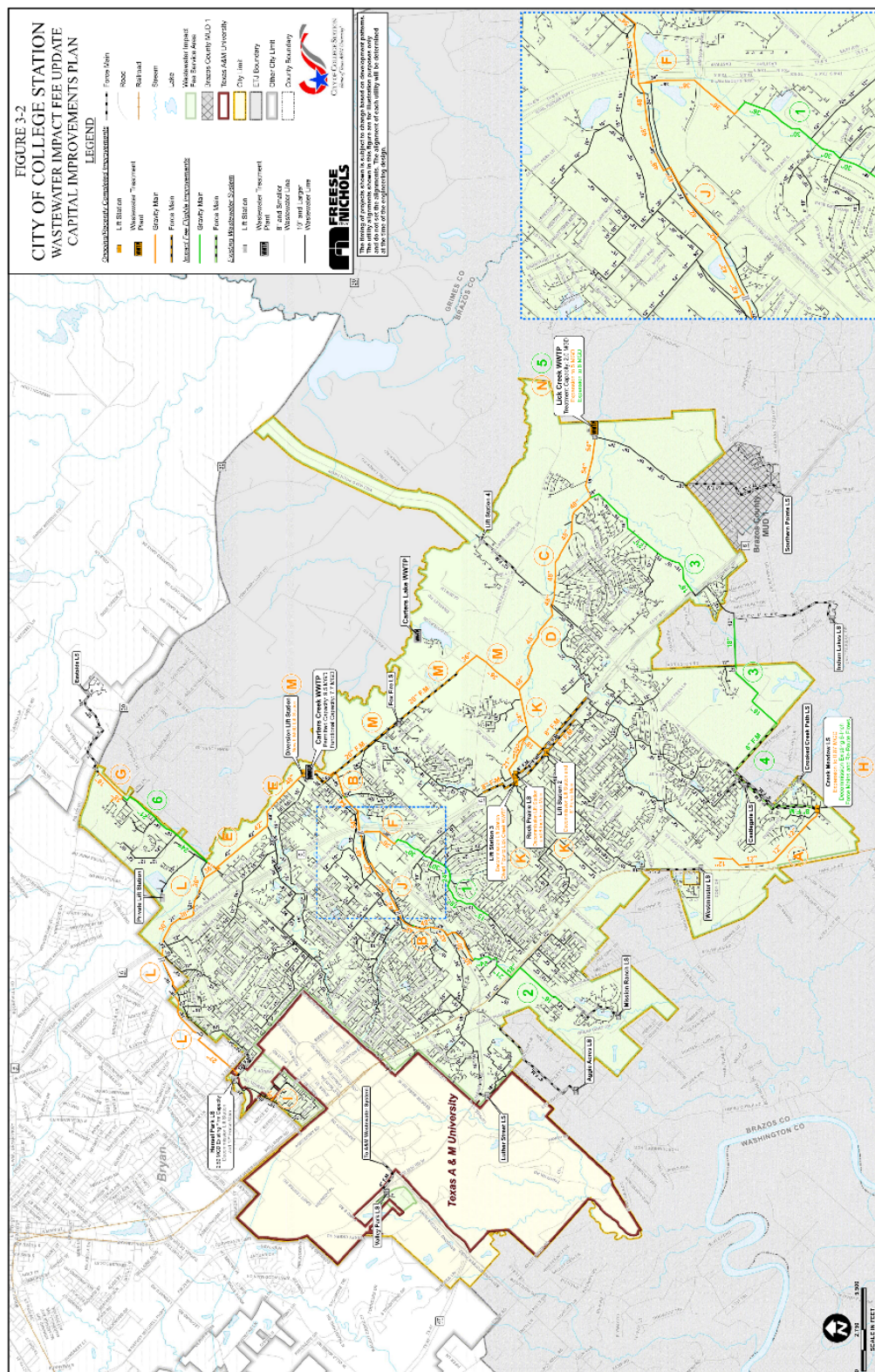


Exhibit M-1: Maximum Assessable Impact Fee Per Service Unit for Wastewater Collection and Treatment Services

Table 4-4: Wastewater Impact Fee Calculation

Wastewater Impact Fee	
Total Eligible Capital Improvement Costs	\$65,290,309
Total Eligible Financing Costs	\$9,135,832
Rate Credit	(\$2,507,952)
Total Eligible Impact Fee Cost⁽¹⁾	\$71,918,188
10-Year Growth in Wastewater LUEs	12,905
Maximum Allowable Wastewater Impact Fee per LUE⁽²⁾	\$5,572

(1) Total eligible capital and financing costs minus the rate credit

(2) Total eligible costs divided by the growth in LUEs

Exhibit M-2: Maximum Assessable Impact Fee Per Meter for Wastewater Services

Wastewater - Maximum Assessable Fee Per Meter

Water Meter Size	Final Plats Recorded Prior to 01/01/22	Final Plats Recorded On or After 01/01/22
5/8"x3/4"	\$5,519	\$5,572
1"	\$9,382	\$18,573
1-1/2"	\$59,053	\$59,434
2"	\$59,053	\$59,434
3"	\$147,357	\$148,586
4"	\$294,163	\$297,173
6"	\$588,877	\$594,346
8"	\$993,420	\$1,002,960
10"	\$1,471,917	\$1,485,866

Exhibit N: Collection Rate Per Service Unit for System-Wide Wastewater Collection and Treatment Services

Water Meter Size	Wastewater Impact Fee per meter Building Permit On or After 12/1/2017
5/8"x3/4"	\$3,000
1"	\$5,100
1-1/2"	\$16,050
2"	\$16,050
3"	\$40,050
4"	\$79,950
6"	\$160,050
8"	\$270,000
10"	\$400,050

Sec. 107-73. System-wide roadway impact fees.

- (a) *Purpose.* This section is intended to ensure the provision of adequate public facilities to serve new development in an identified service area by requiring each such development to pay its pro rata share of the costs of roadway improvements necessitated by and attributable to such new development as set forth herein and consistent with Texas Local Government Code ch. 395.
- (b) *Authorization.*
 - (1) This section is adopted pursuant to Texas Local Government Code ch. 395 and other applicable law. Chapter 395 supplements this section to the extent that its provisions may be applicable hereto and, to such extent, its provisions are incorporated herein by reference. The provisions of this section shall not be construed to limit the power of the City to utilize other methods authorized under State law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this section. Guidelines may be developed by ordinance, resolution, or otherwise to implement and administer this section.
 - (2) Impact fees established by this section are additional and supplemental to, and not in substitution of, any other requirements imposed by the City on the development or subdivision of land or the issuance of building permits.
- (c) *Service area.* There are four roadway service areas established for this section, consisting of land within the City limits as shown in the Roadway Impact Fee Update prepared by Kimley Horn, dated November 2021, and which is attached hereto as Exhibit O, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office along with a copy of the entire Study.
- (d) *Land use assumptions.* The land use assumptions for the impact fee imposed under this section upon which the Capital Improvements Plan for roadway facilities are based are as set forth in the Roadway Impact Fee Update prepared by Kimley Horn, dated November 2021, and which is attached hereto as Exhibits P-1 and P-2, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office along with a copy of the entire Study.
- (e) *Capital Improvements Plan.* The Capital Improvements Plan for this section identifying capital improvements for the provision of roadway services in the four service areas is as set forth in the Roadway Impact Fee Update prepared by Kimley Horn, dated November 2021, and which is attached hereto as Exhibit Q, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office along with a copy of the entire Study.
- (f) *Service units.* Service units used to determine the amount of impact fees under this section shall be expressed in terms of vehicle-mile which shall be the capacity consumed in a single lane in the p.m. peak hour by a vehicle making a trip one mile in length and as further described in the Roadway Impact Fee Update prepared by Kimley Horn, dated November 2021, a copy of which shall be made available to view at the City Secretary's Office.
- (g) *Impact fee.* In accordance with this section and based upon the land use assumptions and Capital Improvements Plan herein, calculations and other information presented in the study

prepared by Kimley Horn, the maximum assessable impact fee per service unit for each service area for roadway impact fees shall be as set forth in Exhibit R, attached hereto, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office. The maximum assessable impact fee per service unit for each service area for roadway impact fees will be assessed in accordance with applicable state law and at the time set out below. No action is required by the City. In accordance with this section and based upon the land use assumptions and Capital Improvements Plan herein, there is hereby imposed a roadway impact fee collection rate per service unit for each service area for roadway impact fees as set forth in Exhibit S, attached hereto, incorporated herein for all purposes and a copy of which shall be made available to view at the City Secretary's Office. This roadway impact fee per service unit for each service area as set out in Exhibit S will be collected in accordance with applicable state law. However, the City may vary the rates of roadway impact fee per service unit for each service area to be collected, as set out in Section 107-74, to reasonably further goals and policies affecting the adequacy of roadway facilities serving new development or for other regulatory purposes affecting type, quality, intensity, economic development potential, or development timing of land uses. The roadway impact fee per service unit for each service area to be paid and collected shall be the amount listed in Exhibit S then in effect at the time of collection.

- (h) *Assessment and collection.* Assessment and collection of the impact fees established under this section shall be as set forth herein and in accordance with applicable State law. Assessment shall occur at the time the final plat is recorded when platting is required. If platting is not required, assessment shall occur at the earliest time allowed by law or by agreement as allowed by law.
- (i) *Credits.* The City may credit the contribution of land, construction of improvements or funding for construction of any capital improvement that is a part of the Capital Improvements Plan adopted under this section or that otherwise affects it and that is required or agreed to by the City, pursuant to rules established in this section or pursuant to administrative guidelines promulgated by the City which may be amended from time to time. In determining such credit, the maximum impact fee set forth in Exhibit R may be used to assist in approximating and determining the appropriate roadway contributions related to new development. It is expressly declared that where the roadway impact fee collected is less than the maximum, same shall not automatically create a credit equal to the maximum impact fee, nor automatically create an exception to other applicable rules and regulations.
- (j) *Accounting.* Funds collected through the adoption of the impact fees set forth in this section shall be deposited in interest-bearing accounts clearly identifying the category of capital improvements or facility expansions within the service area for which the fee is adopted.
- (k) *Certification.* The City Council certifies that none of the impact fees under this section will be used or expended for an improvement or expansion not identified in the Capital Improvements Plan.
- (l) *Impact fee waivers or reductions for housing affordability.* Roadway impact fees may be waived or reduced for the purpose of promoting affordability in housing in accordance with state law and pursuant to administrative guidelines promulgated by the City which may be amended from time to time.

Exhibit O: Service Areas for City-Wide Roadway Impact Fees

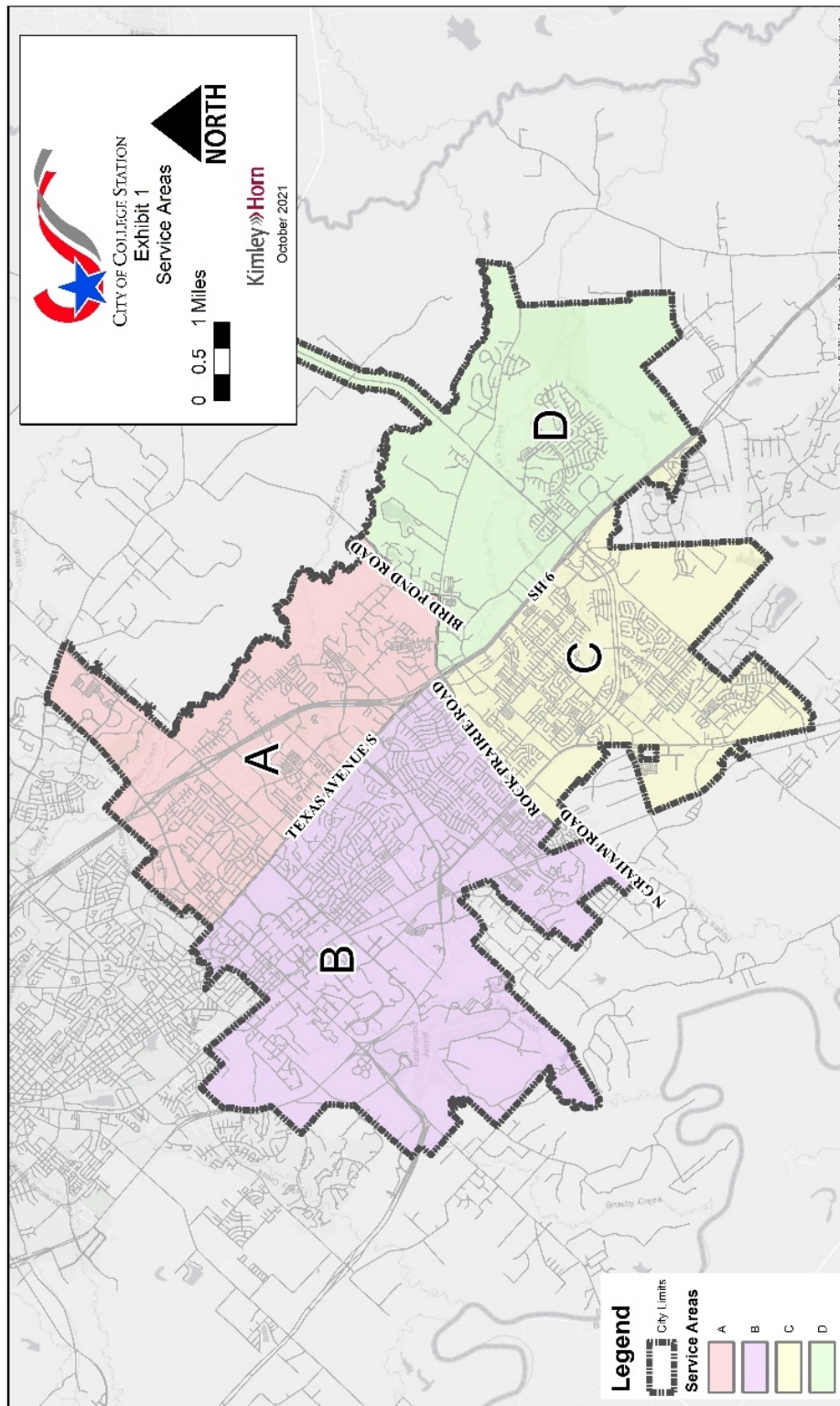


Exhibit P-1: Land Use Assumptions for City-Wide Roadway Impact Fees

Table 1. Residential and Nonresidential/Employment 10-Year Projections					
	Residential		Nonresidential/Employment		
Service Area	Single Family	Multi-Family	Basic	Service	Retail
	Dwelling Units		Square Feet		
A	410	2,038	-	1,174,000	1,480,000
B	429	1,937	350,000	1,063,000	953,000
C	1,824	127	-	506,000	469,000
D	693	751	984,000	1,089,000	895,000
Sub-Total	3,356	4,853	1,334,000	3,832,000	3,797,000
Total	8,209		8,963,000		

Exhibit P-2: Growth in Vehicle Miles for System-Wide Roadway Impact Fees

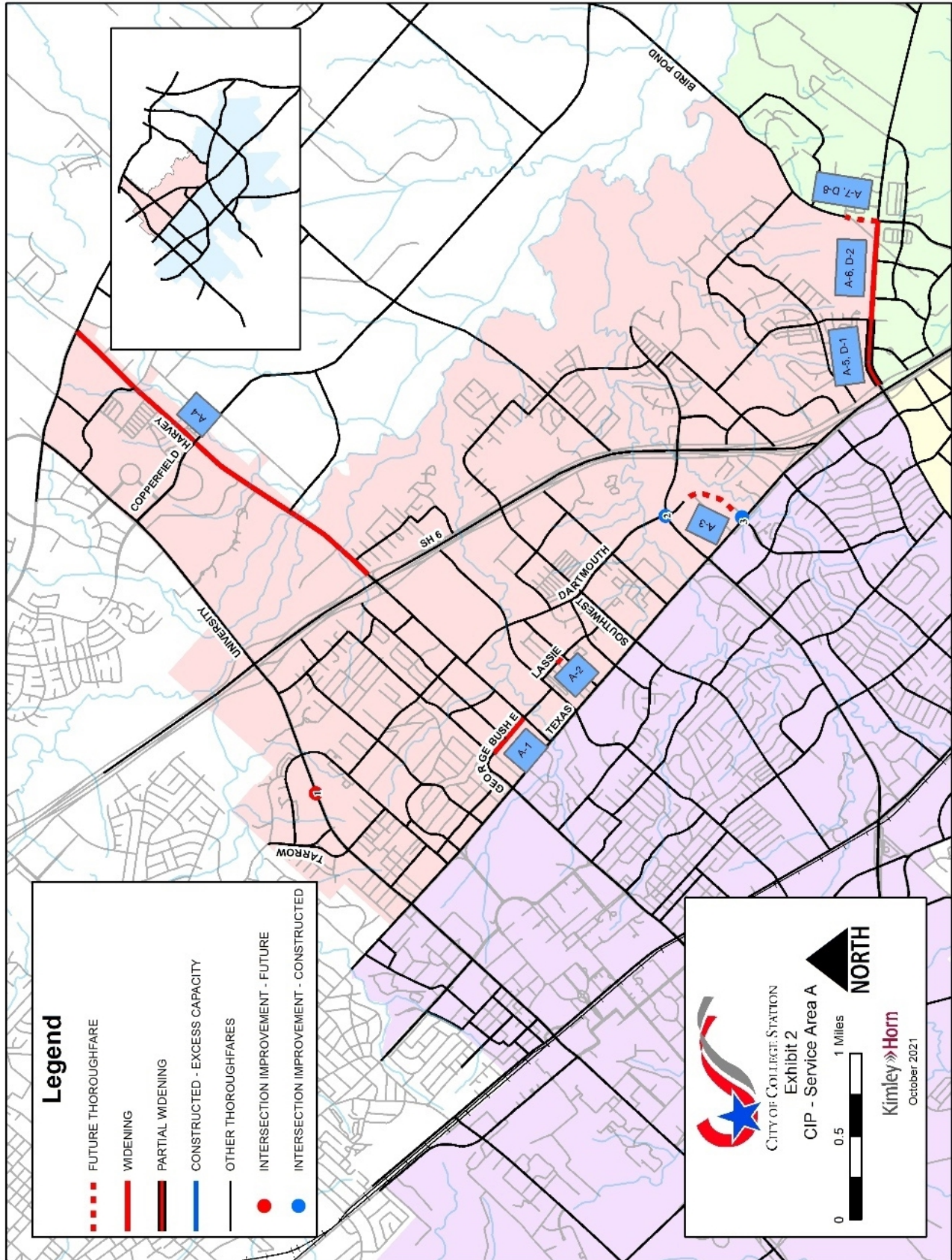
Roadway Service Area	Vehicle Miles of Demand Generated
A	18,125
B	15,945
C	12,076
D	16,625

Exhibit Q: Capital Improvement Plans for City-Wide Roadway Impact Fees

10-Year Roadway Impact Fee Capital Improvements Plan—Service Area A

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
A	A-1	4 LANE MINOR ARTERIAL	GEORGE BUSH DRIVE E	DOMINIK DRIVE TO HARVEY ROAD	0.29	100%	\$ 2,409,500	\$ 2,409,500
	A-2	2 LANE MAJOR COLLECTOR	LASSIE LANE	STERLING STREET TO MANUEL DRIVE	0.06	100%	\$ 860,066	\$ 860,066
	A-3	2 LANE MAJOR COLLECTOR	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S TO TEXAS AVENUE S	0.42	100%	\$ 2,423,520	\$ 2,423,520
	A-4	4 LANE MAJOR ARTERIAL - TxDOT	HARVEY ROAD	SH 6 NBFR TO BOONVILLE ROAD	2.29	100%	\$ 2,509,696	\$ 2,509,696
	A-5, D-1	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%	\$ 2,164,000	\$ 1,082,000
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%	\$ 5,136,000	\$ 2,568,000
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	50%	\$ 1,758,000	\$ 879,000
	1			UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL		100%	\$ 400,000	\$ 400,000
	2			HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET		100%	\$ 566,992	\$ 566,992
	3			TEXAS AVENUE S AND BROTHERS BOULEVARD		50%	\$ 397,476	\$ 198,738
	Service Area Project Roadway Cost Subtotal							\$ 12,731,782
	Service Area Project Intersection Cost Subtotal							\$ 1,165,730
	2021 Roadway Impact Fee Study Cost Per Service Area							\$ 17,500
Total Cost in SERVICE AREA A							\$ 13,915,012	

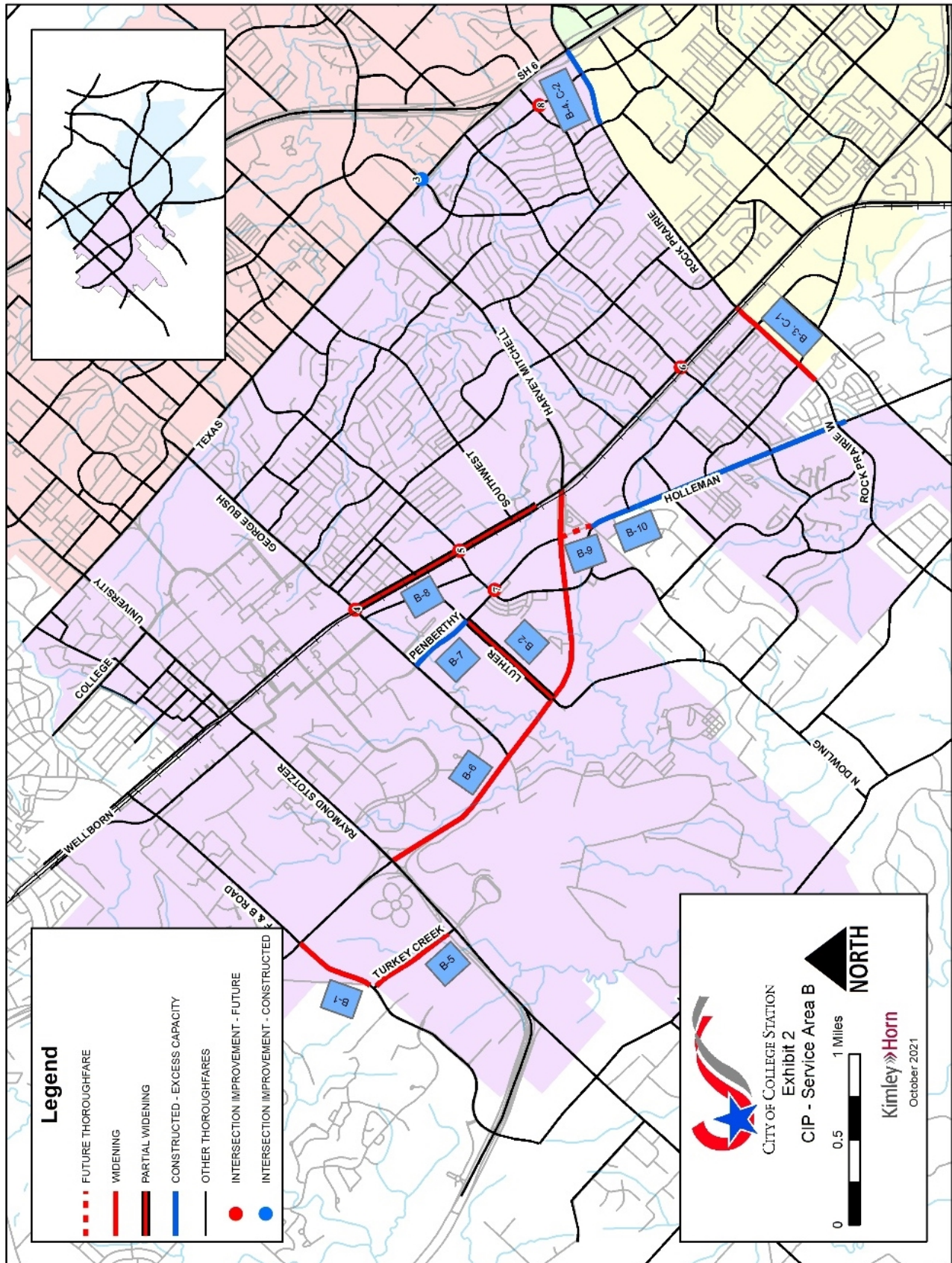
Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.
These are planning level cost projections.



10-Year Roadway Impact Fee Capital Improvements Plan—Service Area B

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
B	B-1	4 LANE MINOR ARTERIAL	F & B ROAD	160' E OF TURKEY CREEK ROAD TO HARVEY MITCHELL PARKWAY S	0.49	100%	\$ 4,106,520	\$ 4,106,520
	B-2	4 LANE MINOR ARTERIAL (1 / 2)	LUTHER STREET W	HARVEY MITCHELL PARKWAY TO JONES BUTLER ROAD	0.68	100%	\$ 2,903,600	\$ 2,903,600
	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	50%	\$ 4,659,868	\$ 2,329,934
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	50%	\$ 4,017,530	\$ 2,008,765
	B-5	2 LANE MAJOR COLLECTOR	TURKEY CREEK ROAD	775' N OF RAYMOND STOTZER PARKWAY WBFR TO RAYMOND STOTZER PARKWAY WB	0.53	100%	\$ 3,278,140	\$ 3,278,140
	B-6	6 LANE MAJOR ARTERIAL - TxDOT	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY TO WELLBORN ROAD	2.62	100%	\$ 1,407,527	\$ 1,407,527
	B-7	4 LANE MINOR ARTERIAL	PENBERTHY ROAD	GEORGE BUSH DRIVE TO LUTHER STREET W	0.4	100%	\$ 3,080,683	\$ 3,080,683
	B-8	6 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	GEORGE BUSH DRIVE TO 940' N OF HARVEY MITCHELL PARKWAY S	1.23	100%	\$ 1,486,464	\$ 1,486,464
	B-9	2 LANE MAJOR COLLECTOR	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S TO HOLLEMAN DRIVE S	0.22	100%	\$ 9,652,780	\$ 9,652,780
	B-10	4 LANE MINOR ARTERIAL	HOLLEMAN DRIVE S	N DOWLING ROAD TO 290' S OF ROCK PRAIRIE ROAD W	1.62	100%	\$ 10,631,012	\$ 10,631,012
	3			TEXAS AVENUE S AND BROTHERS BOULEVARD		50%	\$ 397,476	\$ 198,738
	4			WELLBORN ROAD AND GEORGE BUSH DRIVE		100%	\$ 1,190,232	\$ 1,190,232
	5			WELLBORN ROAD AND HOLLEMAN DRIVE		100%	\$ 644,445	\$ 644,445
	6			WELLBORN ROAD AND DEACON DRIVE		100%	\$ 4,532,013	\$ 4,532,013
	7			HOLLEMAN DRIVE W AND JONES BUTLER ROAD		100%	\$ 572,000	\$ 572,000
	8			LONGMIRE DRIVE AND PONDEROSA DRIVE		100%	\$ 350,000	\$ 350,000
Service Area Project Roadway Cost Subtotal							\$ 40,885,425	\$ 40,885,425
Service Area Project Intersection Cost Subtotal							\$ 7,487,428	\$ 7,487,428
2021 Roadway Impact Fee Study Cost Per Service Area							\$ 17,500	\$ 17,500
Total Cost in SERVICE AREA B							\$ 48,390,353	\$ 48,390,353

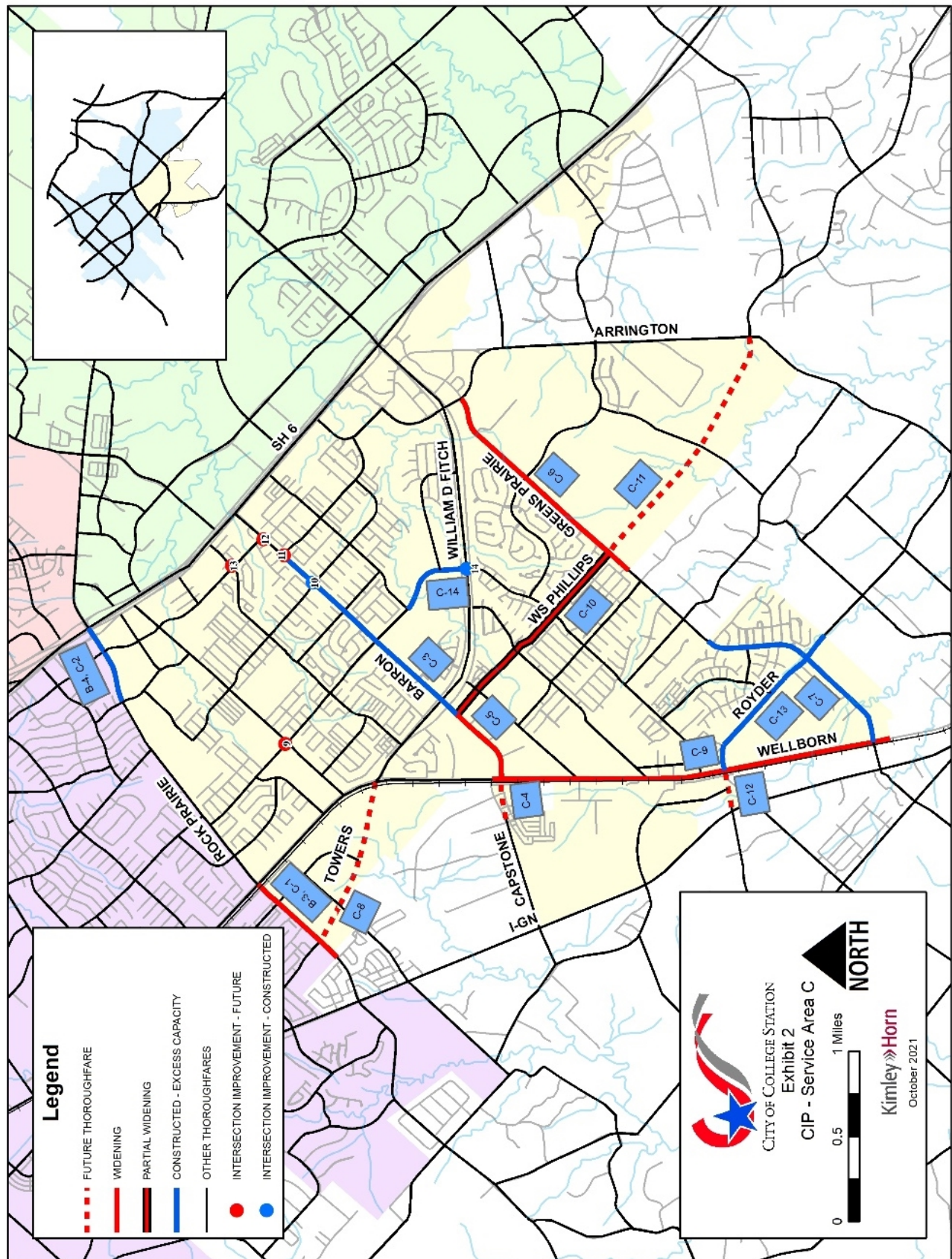
Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.
These are planning level cost projections.



10-Year Roadway Impact Fee Capital Improvements Plan—Service Area C

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
C	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	71.5' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	50%	\$ 4,659,868	\$ 2,329,934
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	50%	\$ 4,017,530	\$ 2,008,765
	C-3	4 LANE MINOR ARTERIAL	BARRON ROAD	WS PHILLIPS PARKWAY TO DECATUR DRIVE	1.39	100%	\$ 5,795,317	\$ 5,795,317
	C-4	4 LANE MINOR ARTERIAL	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD TO WELLBORN ROAD	0.24	100%	\$ 2,765,575	\$ 2,765,575
	C-5	4 LANE MINOR ARTERIAL	BARRON ROAD	WELLBORN ROAD TO WS PHILLIPS PARKWAY	0.49	100%	\$ 4,712,977	\$ 4,712,977
	C-6	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY TO ARRINGTON ROAD	1.43	100%	\$ 10,550,324	\$ 10,550,324
	C-7	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	WELLBORN ROAD TO 1 290' E OF CREEK MEADOW BOULEVARD N	1.27	100%	\$ 8,918,740	\$ 8,918,740
	C-8	4 LANE MAJOR ARTERIAL	TOWERS PARKWAY	ROCK PRAIRIE ROAD W TO WELLBORN ROAD	1.00	100%	\$ 10,030,680	\$ 10,030,680
	C-9	4 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	CAPSTONE DRIVE TO 540' S OF GREENS PRAIRIE ROAD	2.36	100%	\$ 2,407,328	\$ 2,407,328
	C-10	4 LANE MINOR ARTERIAL (1 / 2)	WS PHILLIPS PARKWAY	BARRON ROAD TO GREENS PRAIRIE ROAD	1.31	100%	\$ 5,844,160	\$ 5,844,160
	C-11	4 LANE MINOR ARTERIAL (50%)	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD TO ARRINGTON ROAD	1.55	100%	\$ 7,311,480	\$ 7,311,480
	C-12	4 LANE MINOR ARTERIAL (50%)	ROYDER ROAD EXTENSION	IGN ROAD TO WELLBORN ROAD	0.22	100%	\$ 3,360,000	\$ 3,360,000
	C-13	4 LANE MINOR ARTERIAL	ROYDER ROAD	WELLBORN ROAD TO 885' S OF GREENS PRAIRIE ROAD	1.03	100%	\$ 7,686,614	\$ 7,686,614
	C-14	2 LANE MAJOR COLLECTOR	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE TO WILLIAM D. FITCH PARKWAY	0.48	100%	\$ 1,973,927	\$ 1,973,927
10			GRAHAM ROAD AND VICTORIA AVENUE	0.00	100%	\$ 350,000	\$ 350,000	
11			BARRON ROAD AND ALEXANDRIA AVENUE	0.00	100%	\$ 320,994	\$ 320,994	
12			BARRON ROAD AND DECATUR DRIVE	0.00	100%	\$ 350,000	\$ 350,000	
13			BARRON ROAD AND LONGMIRE DRIVE	0.00	100%	\$ 350,000	\$ 350,000	
14			LONGMIRE DRIVE AND EAGLE AVENUE	0.00	100%	\$ 350,000	\$ 350,000	
			WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL	0.00	100%	\$ 816,249	\$ 816,249	
Service Area Project Roadway Cost Subtotal							\$ 75,695,821	
Service Area Project Intersection Cost Subtotal							\$ 2,537,243	
2021 Roadway Impact Fee Study Cost Per Service Area C							\$ 78,250,564	

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order. These are planning level cost projections.



10-Year Roadway Impact Fee Capital Improvements Plan—Service Area D

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
D	A-5, D-1	4 LANE MAJOR ARTERIAL (1/2)	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%	\$ 2,164,000	\$ 1,082,000
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%	\$ 5,136,000	\$ 2,568,000
	D-3	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE TO WILLIAM D. FITCH PARKWAY	1.89	100%	\$ 17,245,000	\$ 17,245,000
	D-4	4 LANE MINOR ARTERIAL	MIDTOWN DRIVE	MEDICAL AVENUE TO 990' E OF MEDICAL AVENUE	0.19	100%	\$ 1,028,820	\$ 1,028,820
	D-5	4 LANE MINOR ARTERIAL (1/2)	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE TO 800' S OF TOWN LAKE DRIVE	0.43	100%	\$ 4,535,000	\$ 4,535,000
	D-6	2 LANE MAJOR COLLECTOR	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE TO 2605' S OF CORPORATE PARKWAY	0.98	100%	\$ 5,374,808	\$ 5,374,808
	D-7	2 LANE MAJOR COLLECTOR	DURHAM DRIVE	MIDTOWN DRIVE TO ROCK PRAIRIE ROAD	0.4	100%	\$ 981,960	\$ 981,960
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.2	50%	\$ 1,758,000	\$ 879,000
	D-9	4 LANE MINOR ARTERIAL (50%)	TOWN LAKE DRIVE	SH 6 NBFR TO MIDTOWN DRIVE	0.37	100%	\$ 1,753,000	\$ 1,753,000
	D-10	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	SH 6 NBFR TO MIDTOWN DRIVE	0.26	100%	\$ 1,436,192	\$ 1,436,192
	D-11	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	MIDTOWN DRIVE TO WILLIAM D. FITCH PARKWAY	1.21	100%	\$ 9,894,000	\$ 9,894,000
	D-12	4 LANE MINOR ARTERIAL (1/2)	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE TO ST ANDREWS DRIVE	0.38	100%	\$ 2,137,000	\$ 2,137,000
	D-13	4 LANE MINOR ARTERIAL (50%)	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE TO 275' S OF LONE STAR LANE	1.96	100%	\$ 9,181,000	\$ 9,181,000
	D-14	2 LANE MAJOR COLLECTOR	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD TO SH 6 NBFR	1.02	100%	\$ 2,635,080	\$ 2,635,080
	D-15	2 LANE MAJOR COLLECTOR	MATHER PARKWAY	NANTUCKET DRIVE TO 1920' S OF NANTUCKET DRIVE	0.36	100%	\$ 882,000	\$ 882,000
	D-16	4 LANE MINOR ARTERIAL (50%)	NANTUCKET DRIVE	SH 6 NBFR TO PEBBLE CREEK PARKWAY	1.22	100%	\$ 5,877,000	\$ 5,877,000
	D-17	2 LANE MAJOR COLLECTOR	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY TO SOUTHERN POINTE PARKWAY	1.2	100%	\$ 3,083,220	\$ 3,083,220
	D-18	4 LANE MINOR ARTERIAL (50%)	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD TO 280' E OF NANTUCKET DRIVE	0.87	100%	\$ 3,902,000	\$ 3,902,000
Service Area Project Roadway Cost Subtotal								\$ 74,475,080
Service Area Project Intersection Cost Subtotal								\$ -
2021 Roadway Impact Fee Study Cost Per Service Area								\$ 17,500
Total Cost in SERVICE AREA D								\$ 74,492,580

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.
These are planning level cost projections.

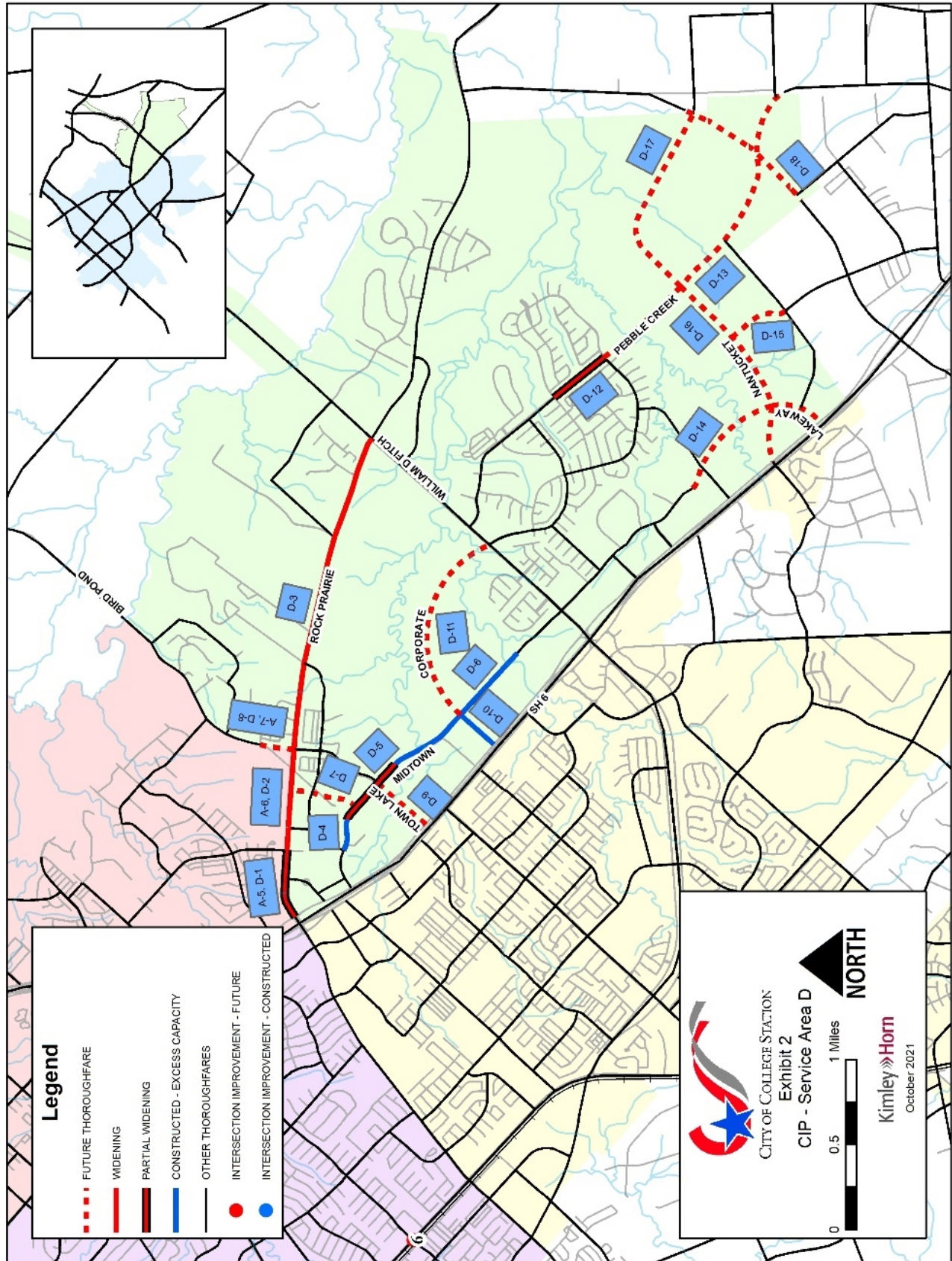


Exhibit R: Maximum Fee Per Service Unit for Roadway Impact Fees

Service Areas	Maximum Assessable Roadway Impact Fee Per Service Unit	
	Final Plat Recorded Prior to 01/01/2022	Final Plat Recorded On or After 01/01/2022
Service Area A	\$ 1,061	\$ 499
Service Area B	\$ 1,072	\$ 1,261
Service Area C	\$ 2,556	\$ 2,127
Service Area D	\$ 4,004	\$ 3,452

Exhibit S: Collection Rate Per Service Unit for Roadway Impact Fees

Date of building permit application	On or After 12/1/2018	
Service Areas	Land Use Type	
	Residential	Non-Residential
A	\$375.00	\$80.00
B	\$375.00	\$80.00
C	\$375.00	\$80.00
D	\$375.00	\$80.00

That Chapter 107, “Impact Fees,” Article II, “System-wide Impact Fees,” of the Code of Ordinances of the City of College Station, Texas, is hereby amended to add Section 107-74, “Update of Plan and Revision of Fees” as follows:

Sec. 107-74 - Update of plan and revision of fees.

- (a) The City shall update its land use assumptions and capital improvements plans at least every five (5) years, commencing approximately from the date of adoption of such plans, and shall recalculate the impact fees based thereon in accordance with the procedures set forth in Chapter 395 of the Texas Local Government Code, or in any successor statute.
- (b) The City may review its land use assumptions, impact fees, capital improvements plans and other factors such as market conditions more frequently than provided in subsection (a) to determine whether the land use assumptions and capital improvements plans should be updated and the impact fee recalculated accordingly, or whether the maximum allowable or assessable impact fees as set out in Exhibits H-1 and H-2, M-1 and M-2, or R herein, or the imposed impact fees or collection rates set out in Exhibits I, N, or S herein should be changed. Imposed impact fees or collection rates may be amended without revising land use assumptions and capital improvements plans at any time prior to the update provided for in subsection (a), provided that the impact fees to be collected do not exceed the maximum allowable or assessable impact fees assessed.
- (c) If, at the time an update is required pursuant to subsection (a), the City Council determines that no change to the land use assumptions, capital improvements plan or impact fee is needed, it may dispense with such update by following the procedures in Texas Local Government Code § 395.0575.
- (d) The City may amend by resolution the imposed impact fees or collection rates set out in Exhibits I, N, or S herein, at any time prior to the update provided for in subsection (a), provided that the number of service units associated with a particular land use shall not be increased.

CITY OF COLLEGE STATION

DRAFT 2021 WATER AND WASTEWATER IMPACT FEE UPDATE STUDY



PREPARED FOR:
City of College Station

PREPARED BY:
Freese and Nichols, Inc.
11200 Broadway St., Suite 2320
Pearland, Texas 77584
832-456-4700



CITY OF COLLEGE STATION
Home of Texas A&M University®

DRAFT 2021 WATER AND WASTEWATER IMPACT FEE UPDATE STUDY

Prepared for:

City of College Station

DRAFT
THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF RICHARD WEATHERLY, P.E., TEXAS NO. 100211 ON 10/19/2021. IT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES. FREESE AND NICHOLS, INC. TEXAS REGISTERED ENGINEERING FIRM F-2144

Prepared by:

FREESE AND NICHOLS, INC.
11200 Broadway Street, Suite 2320
Pearland, Texas 77584
832-456-4700

FNI Project Number: CCL20771

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Appendices

Appendix A	Chapter 395, Texas Local Government Code
Appendix B	Water CIP Opinion of Probable Construction Cost (OPCC) Estimates
Appendix C	Wastewater CIP Opinion of Probable Construction Cost (OPCC) Estimates
Appendix D	Rate Credit Analysis
Appendix E	IFAC and Public Hearing Presentations
Appendix F	Adopted Ordinance

1.0 BACKGROUND AND SCOPE

The City of College Station, Texas (City) authorized Freese and Nichols, Inc. (FNI) to perform an impact fee study for the City's water and wastewater systems. The purpose of this report is to document the land use assumptions and capital improvements plan which will be used in the development and calculation of water and wastewater impact fees for the City of College Station and also document the calculated maximum allowable impact fees. The methodology used herein satisfies the requirements of the Texas Local Government Code (TLGC) Section 395 (**Section 1.1**) for the update of impact fees.

1.1 TEXAS LOCAL GOVERNMENT CODE

Chapter 395 of the Texas Local Government Code (**Appendix A**) requires an impact fee analysis before impact fees can be created, updated, and assessed. Chapter 395 defines an impact fee as "a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development." In September 2001, Chapter 395 was amended creating the current procedure for implementing impact fees. Chapter 395 identifies the following items as impact fee eligible costs:

- Construction contract price
- Surveying and engineering fees
- Land acquisition costs
- Fees paid to the consultant preparing or updating the capital improvements plan (CIP)
- Projected interest charges and other finance costs for projects identified in the CIP

Chapter 395 also identifies items that impact fees cannot be used to pay for, such as:

- Construction, acquisition, or expansion of public facilities or assets other than those identified on the capital improvements plan
- Repair, operation, or maintenance of existing or new capital improvements
- Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards
- Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development
- Administrative and operating costs of the political subdivision as allowed above

As a funding mechanism for capital improvements, impact fees allow cities to recover the costs associated with new facilities or facility expansions in order to serve future development. Statutory requirements mandate that impact fees be based on a specific list of improvements identified in a capital improvements program and only the cost attributed (and necessitated) by new growth over a 10-year period may be considered. As projects in the program are completed, planned costs are updated with actual costs to reflect the capital expenditure of the program more accurately. Additionally, new capital improvement projects may be added to the system.

1.2 IMPACT FEE DEVELOPMENT

The impact fee update process included preparation of land use assumptions and development of impact fee eligible capital improvement plans (CIPs) and associated CIP costs. The impact fee calculation is limited to project recommendations within the next 10 years that will serve projected growth. The maximum allowable impact fee per living unit equivalent (LUE) was calculated using the identified eligible CIP projects. An analysis was performed to determine the credit based on utility service revenue and was included in the calculation to determine the maximum allowable impact fee.

As part of the impact fee update, FNI conducted workshops with the City's appointed Impact Fee Advisory Committee (IFAC) and City Council. The IFAC's role includes reviewing the land use assumptions and impact fee capital improvement plans (CIPs) and providing written comments on the proposed impact fees to the City Council. The City Council sets the impact fees to be collected.

1.3 LIST OF ABBREVIATIONS

The list of abbreviations used in this report are presented in **Table 1-1**.

Table 1-1: List of Abbreviations

Abbreviation	Actual
CCN	Certificate of Convenience and Necessity
CIP	Capital Improvement Plan
EST	Elevated Storage Tank
ETJ	Extraterritorial Jurisdiction
FM	Farm-to-Market
FNI	Freese and Nichols, Inc.
gpm	Gallons per Minute
GST	Ground Storage Tank
IFAC	Impact Fee Advisory Committee
LUE	Living Unit Equivalent
MGD	Million Gallons per Day
OPCC	Opinion of Probable Construction Cost
SH	State Highway
TLGC	Texas Local Government Code
WWTP	Wastewater Treatment Plant

2.0 LAND USE ASSUMPTIONS

Population and land use are important elements in the analysis of water and wastewater systems. To assist the City of College Station in determining the need and timing of capital improvements to serve future development, a reasonable estimation of future growth is required. Growth and development projections were formulated based on assumptions pertaining to the type, location, quantity, and timing of various future land uses within the community. These land use assumptions, which were utilized to develop living unit equivalent (LUE) projections, will become the basis for the preparation of impact fee capital improvement plans for water and wastewater facilities. A living unit equivalent is defined as the equivalent to a water or wastewater connection for a single-family residence.

2.1 PROJECTED FUTURE DEVELOPMENT

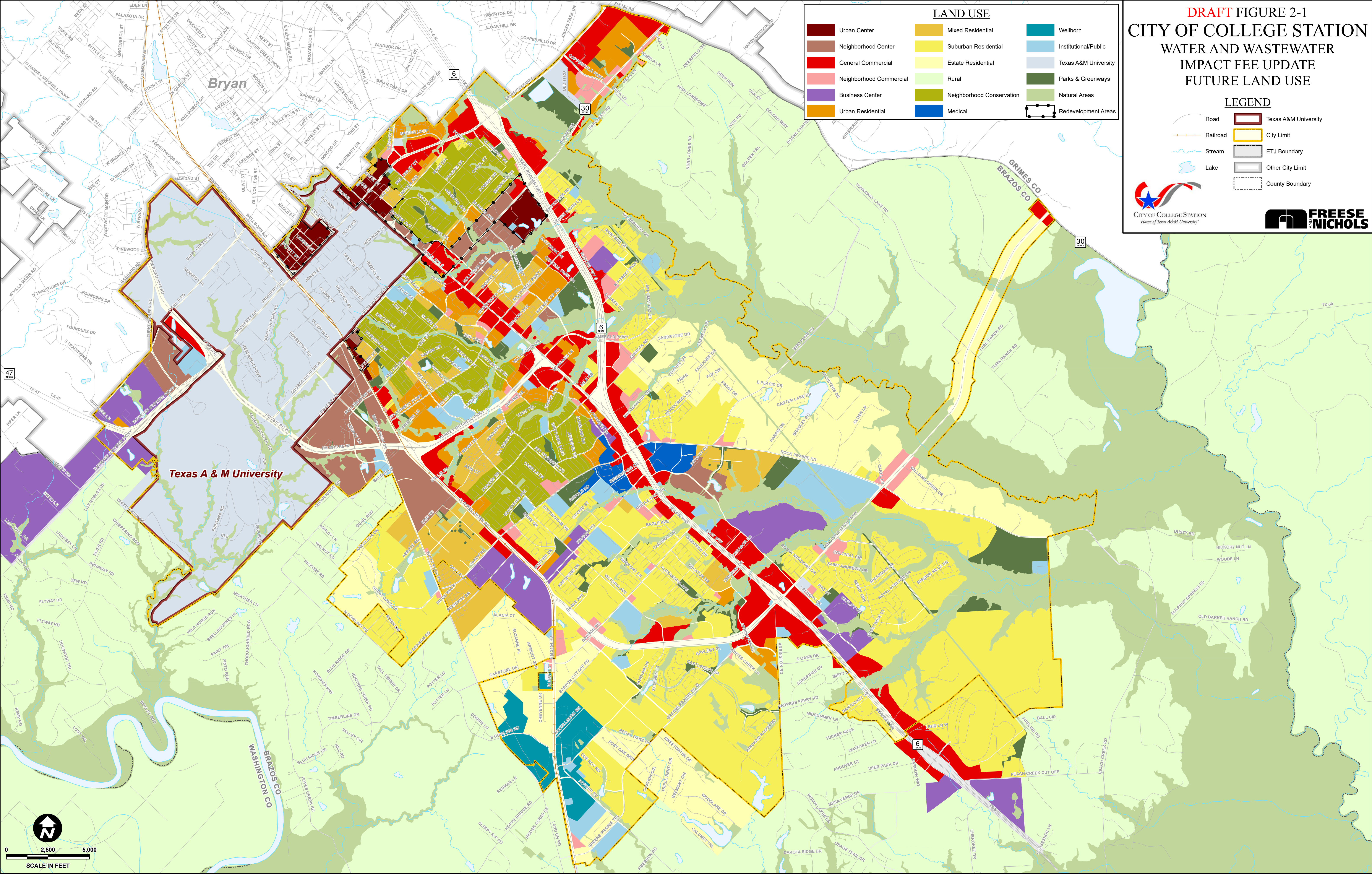
Comprehensive Plan

The City of College Station is currently undergoing a Comprehensive Plan update. FNI utilized information from the City's Planning and Development Services department to update the land use and LUE projections within the City's water and wastewater impact fee service areas. The City provided an expected LUE per acre density for each land use type. The updated future land use and expected LUE per acre density are shown on **Figure 2-1**.

Planned Development and Redevelopment

The City's Planning and Development Services Department identified specific areas where future residential and non-residential developments are expected to occur and an expected timeline of development. These areas are shown on **Figure 2-2**. The Planning Department also identified areas that are anticipated to be redeveloped at a higher density. These areas consist of existing single-family and multi-family residential and commercial units that would be demolished and replaced with larger complexes or mixed-use housing. The major redevelopment areas include Northgate, Research Valley BioCorridor, Midtown, and the University Drive East Corridor.

LUE projections were developed for these identified areas based on the City's future land use and any available information on anticipated lot counts provided by developers. FNI also identified vacant parcels that could be developed in the future, identified as infill, utilizing the City's land use and meter billing data.



DRAFT FIGURE 2-1
CITY OF COLLEGE STATION
WATER AND WASTEWATER
IMPACT FEE UPDATE
FUTURE LAND USE

LEGEND

Road	Texas A&M University
Railroad	City Limit
Stream	ETJ Boundary
Lake	Other City Limit
	County Boundary

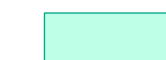
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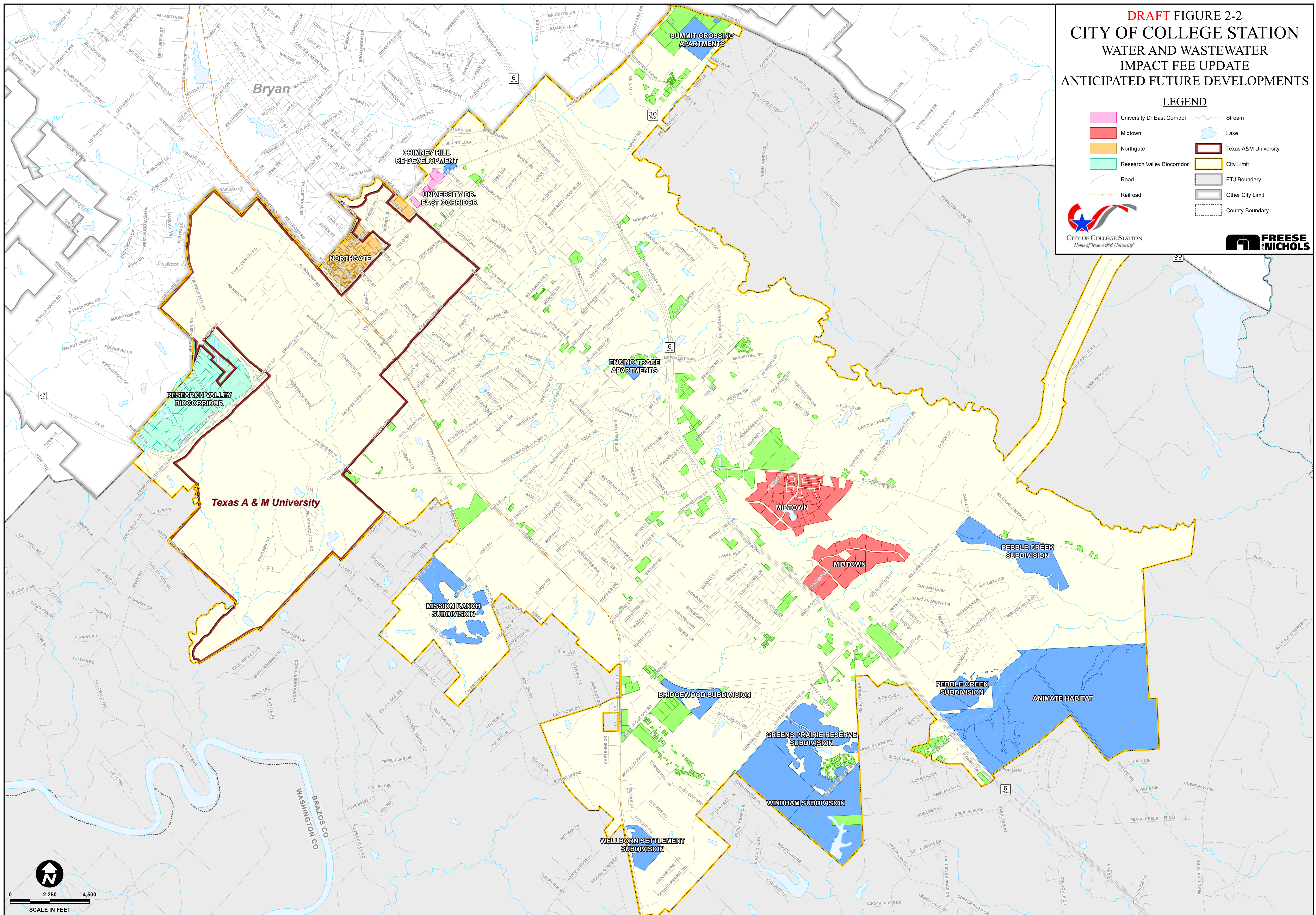
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Updated: Tuesday, October 19, 2022

DRAFT FIGURE 2-2
CITY OF COLLEGE STATION
WATER AND WASTEWATER
IMPACT FEE UPDATE
ANTICIPATED FUTURE DEVELOPMENTS

LEGEND

- | | | | |
|---|-----------------------------|---|----------------------|
|  | University Dr East Corridor |  | Stream |
|  | Midtown |  | Lake |
|  | Northgate |  | Texas A&M University |
|  | Research Valley Biocorridor |  | City Limit |
|  | Road |  | ETJ Boundary |
|  | Railroad |  | Other City Limit |
| | |  | County Boundary |



2.2 LIVING UNIT EQUIVALENT (LUE)

According to Chapter 395 of the Texas Local Government Code, the maximum impact fee may not exceed the amount determined by subtracting the rate credit from the cost of the capital improvements required and dividing that amount by the total number of service units attributed to new development during the impact fee eligibility period. Water and wastewater service units are defined as living unit equivalents (LUEs), representing a typical connection for one single-family residence. Rate credit analysis is discussed in detail in **Section 4.2.1**.

The service associated with public, commercial, and industrial connections is converted into service units based upon the capacity of the meter used to provide service. The number of service units required to represent each meter size is based on the safe maximum operating capacity of the appropriate meter type. Water meter specifications including the safe maximum operating capacities for the specific meters utilized by the City were identified for each meter size. The service unit equivalent is the ratio of the safe maximum operating capacity of the meter in question to the safe maximum operating capacity of a 5/8" meter. The service unit equivalent for each meter size used by the City is listed in **Table 2-1**.

Table 2-1: Living Unit Equivalencies

Meter Size	Meter Type	Safe Maximum Operating Capacity ⁽¹⁾⁽²⁾ (gpm)	Living Unit Equivalent ⁽³⁾
5/8" x 3/4"	Displacement	15	1.0
1"	Displacement	50	3.3
1-1/2"	Compound	160	10.7
2"	Compound	160	10.7
3"	Compound	400	26.7
4"	Compound	800	53.3
6"	Compound	1,600	106.7
8"	Compound	2,700	180.0
10"	Compound	4,000	266.7

(1) City is currently using Badger Recordall Disc Meter (Model 25 for 5/8" x 3/4" and Model 70 for 1") and Sensus Omni C2 for 1.5" meters and larger.

(2) The 1-1/2" and 2" meters have similar operating capacity, however the meter headloss curves are different. Meter selection to be verified during the permit review process.

(3) Living unit equivalents shown as rounded to single decimal point.

2.3 IMPACT FEE SERVICE AREAS

The water and wastewater impact fee service areas were updated during this study as described below.

Water Service Area

The water impact fee service area is defined by the portion of the City's water Certificate of Convenience and Necessity (CCN) that falls within the existing City limits and is shown on **Figure 2-3**.

Wastewater Service Area

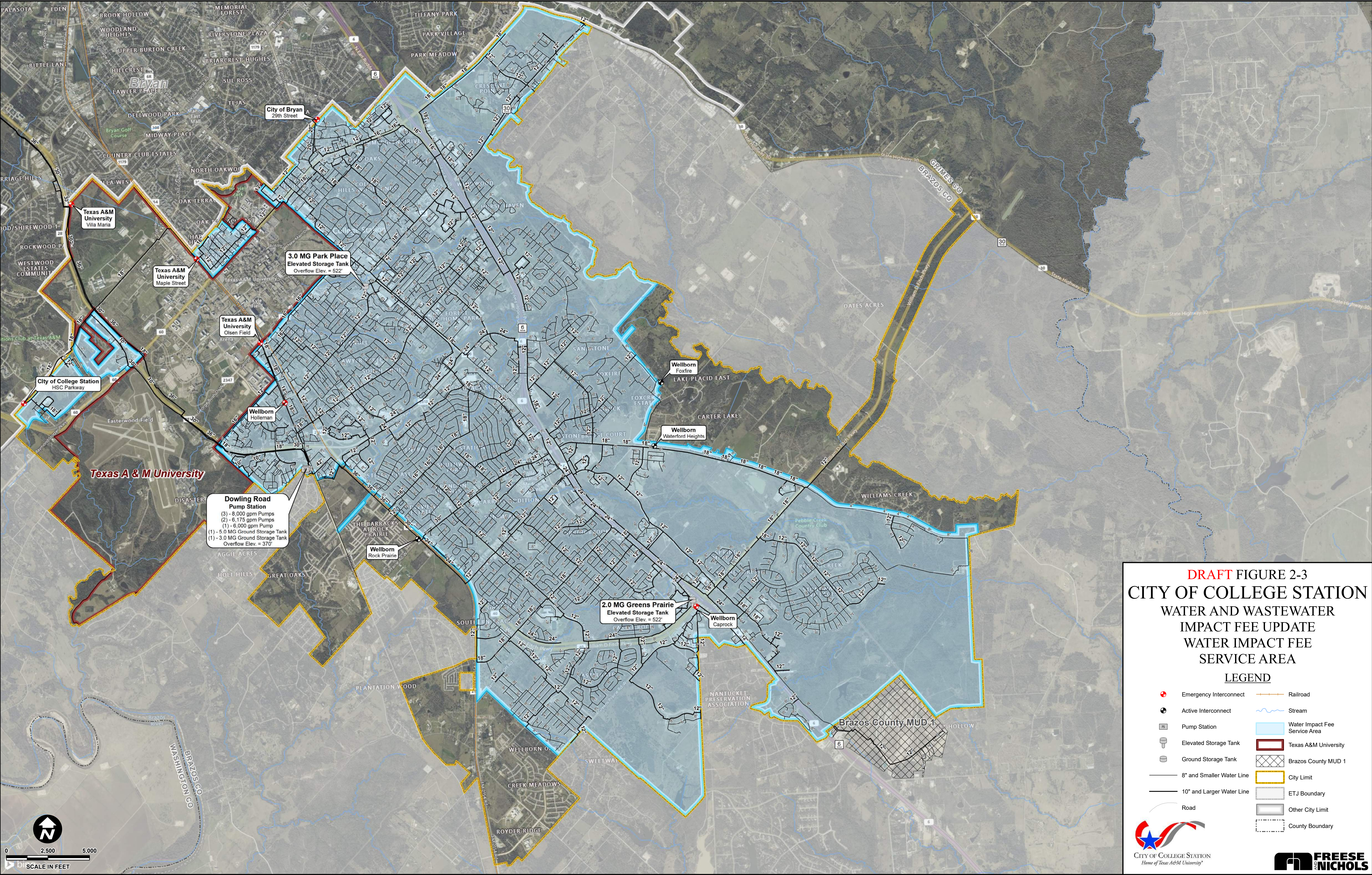
The wastewater impact fee service area is defined by the City's wastewater CCN and City limits. The service area excludes a portion of BioCorridor which is within City limits but is currently a part of the City of Bryan's CCN. The wastewater impact fee service area is shown on **Figure 2-4**.

Table 2-2 shows the existing and projected 10-year LUEs for the water and wastewater impact fee service areas based on the anticipated future developments discussed in **Section 2.1**.

Table 2-2: Water and Wastewater Impact Fee Service Area LUEs

Year ⁽¹⁾	Water LUEs	Wastewater LUEs
2021	55,780	58,423
2031	69,824	71,328
Growth in LUEs	14,044	12,905

(1) 2021 LUEs estimated based on water meter billing data and meters identified as water only or sewer only meters.

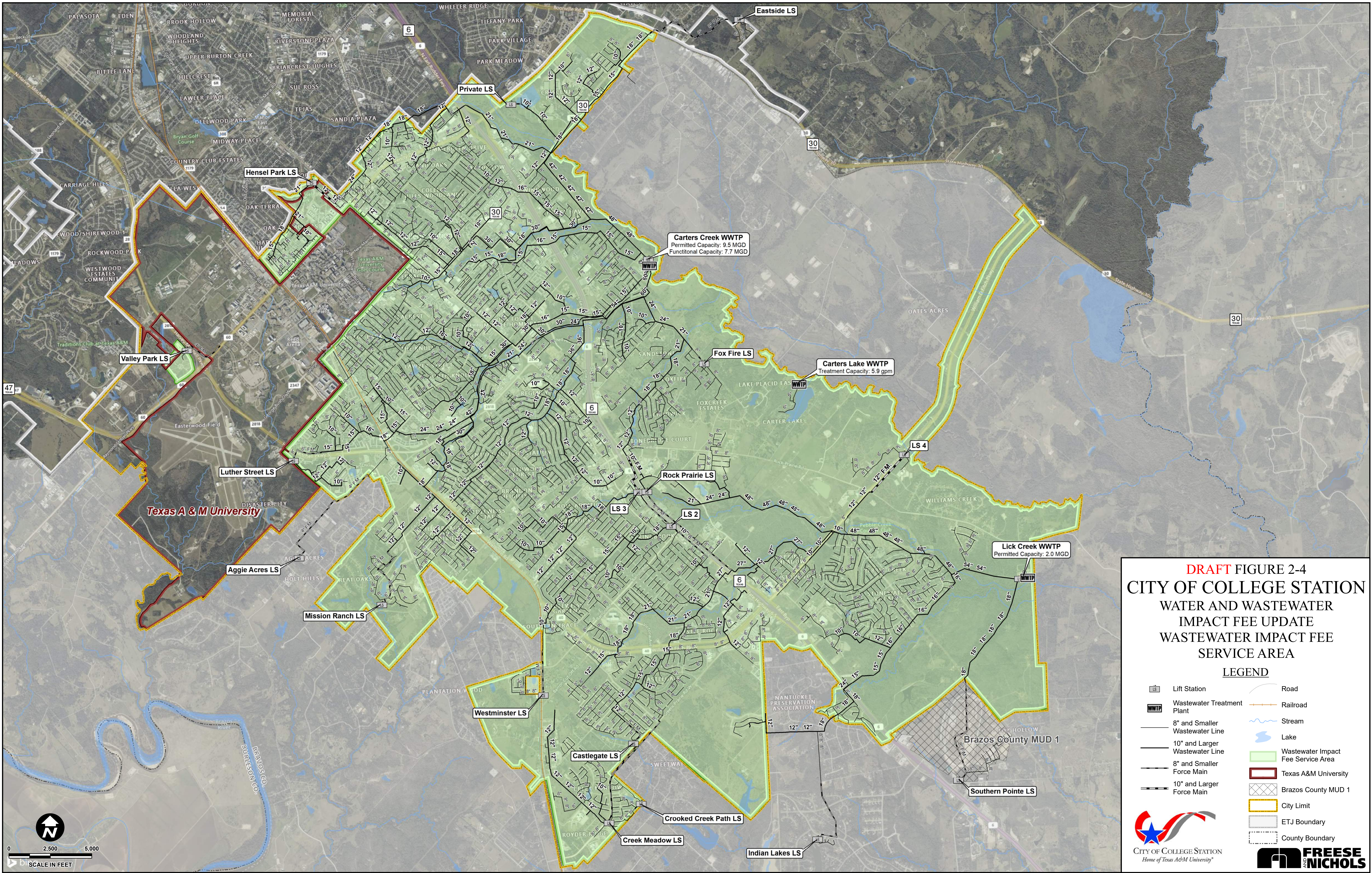


DRAFT FIGURE 2-3
CITY OF COLLEGE STATION
WATER AND WASTEWATER
IMPACT FEE UPDATE
WATER IMPACT FEE
SERVICE AREA

LEGEND

- | | | | |
|--|---------------------------|--|-------------------------------|
| | Emergency Interconnect | | Railroad |
| | Active Interconnect | | Stream |
| | Pump Station | | Water Impact Fee Service Area |
| | Elevated Storage Tank | | Texas A&M University |
| | Ground Storage Tank | | Brazos County MUD 1 |
| | 8" and Smaller Water Line | | City Limit |
| | 10" and Larger Water Line | | ETJ Boundary |
| | Road | | Other City Limit |
| | | | County Boundary |





DRAFT FIGURE 2-4
CITY OF COLLEGE STATION
WATER AND WASTEWATER
IMPACT FEE UPDATE
WASTEWATER IMPACT FEE
SERVICE AREA

LEGEND

- | | |
|--------------------------------|------------------------------------|
| Lift Station | Road |
| Wastewater Treatment Plant | Railroad |
| 8" and Smaller Wastewater Line | Stream |
| 10" and Larger Wastewater Line | Lake |
| 8" and Smaller Force Main | Wastewater Impact Fee Service Area |
| 10" and Larger Force Main | Texas A & M University |
| | Brazos County MUD 1 |
| | City Limit |
| | ETJ Boundary |
| | County Boundary |



3.0 CAPITAL IMPROVEMENTS PLAN

As part of the City's 2016 Water Master Plan Update and 2016 Wastewater Master Plan Update, the City developed water and wastewater capital improvement plans (CIPs). For this impact update study, the water and wastewater capacity projects were reviewed and updated per the updated land use assumptions. The recommended improvements will provide the required capacity to meet projected water demands and wastewater flows through buildout. The existing and future water and wastewater CIP projects that are required to serve projected growth within the next 10 years were identified for inclusion in the water and wastewater impact fee analysis.

3.1 WATER DEMAND AND WASTEWATER FLOW PROJECTIONS

The projected population and land use discussed in **Section 2.1** were utilized along with planning criteria to develop future water demand and wastewater flow projections. Historical water demands and wastewater flows were analyzed to develop and update the planning criteria from the 2016 Master Plans. **Table 3-1** presents the projected water demands and **Table 3-2** presents the projected wastewater flows for the City of College Station.

Table 3-1: Projected Water Demands

Year	Average Day Demand (MGD)	Maximum Day Demand (MGD)	Peak Hourly Demand (MGD)
2021	12.7	26.4	47.5
2031	16.2	33.1	59.6
Buildout	18.2	37.4	67.3

Table 3-2: Projected Wastewater Flows

Basin	Year	Total Average Daily Flow ⁽¹⁾ (MGD)	Total Average Daily Flow After Flow Diversion Projects ⁽²⁾ (MGD)
Carters Creek WWTP	2021	7.51	7.51
	2031	9.16	7.40
	Buildout	10.09	7.32
Lick Creek WWTP	2021	1.92	1.92
	2031	2.83	4.59
	Buildout	3.78	6.55

(1) ADF includes total projected flow within each existing WWTP basin and does not include any proposed flow diversions

(2) ADF includes proposed CC WWTP to LC WWTP flow diversion projects identified in the wastewater CIP

3.2 WATER AND WASTEWATER SYSTEM IMPROVEMENTS

During this study, FNI updated the City's existing water and wastewater system hydraulic models. The hydraulic models along with the future demand and flow projections were utilized to update the proposed water and wastewater capital improvement plans and identify impact fee eligible CIP projects. The impact fee eligible water system projects are shown on **Figure 3-1** and the impact fee eligible wastewater system projects are shown on **Figure 3-2**.

Planning level capital cost estimates were calculated for all recommended improvements. A summary of the costs for all impact fee eligible water and wastewater CIP projects are shown in **Table 3-3** and **Table 3-4** respectively. Detailed water and wastewater project costs for all proposed projects are also included in **Appendix B** and **Appendix C**, respectively. The planning level capital cost estimates do not include individual service connections or subdivision lines. The costs are provided as estimates based on previous similar engineering experience in 2021 dollars and include an allowance for engineering, surveying, and contingencies.

Ongoing and recently completed capital improvement projects that are projected to serve growth within the next 10-years are also considered impact fee eligible. The costs for these projects shown in **Table 3-3** and **Table 3-4** are based on actual and projected design and construction costs provided by the City.

Table 3-3: Impact Fee Eligible Water System Capital Projects

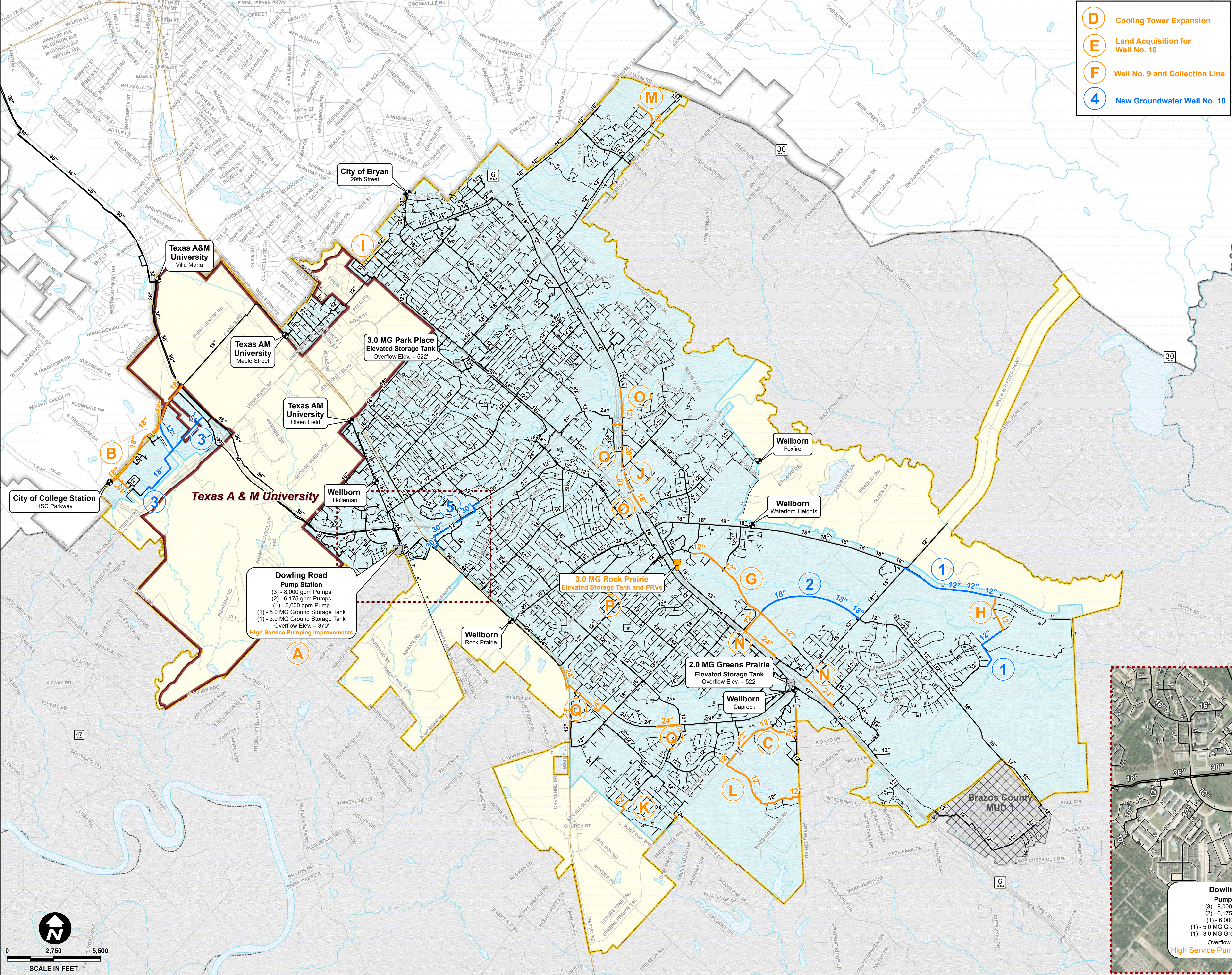
Project Type	Impact Fee Eligible CIP No.	Description of Project ⁽¹⁾	Total Capital Cost (2021 Dollars)	
Recently Completed Projects	A	High Service Pumping Improvements	\$ 3,597,227	
	B	BioCorridor Water Line	\$ 998,884	
	C	Area 2 Water Line Extension	\$ 1,000,000	
	D	Cooling Tower Expansion	\$ 3,795,667	
	E	Well No. 10 Land Acquisition	\$ 1,048,633	
	F	Well No. 9 and Collection Line	\$ 7,623,202	
	G	Midtown Drive 12-inch Water Line	\$ 920,000	
	H	The Crossing at Lick Creek Phase 1 - 3 Oversize Participation	\$ 45,233	
	I	Embassy Suites Water Line Oversize Participation	\$ 15,030	
	J	Brazos Valley Auto Complex Oversize Participation	\$ 84,791	
	K	Castlegate II Oversize Participation	\$ 50,871	
	L	Greens Prairie Oversize Participation	\$ 96,498	
	M	Summit Crossing Phase 3A Oversize Participation	\$ 32,550	
	N	SH 6 Water Line Phase 1 and 2	\$ 1,036,568	
	Recently Completed Project Subtotal		\$ 20,345,154	
	Ongoing Projects	O	SH 6 Water Line Phase 3	\$ 3,050,000
		P	3.0 MG Elevated Storage Tank and Pressure Reducing Valves	\$ 8,690,000
Q		SH 40 Water Line Phase 1 and 2	\$ 4,200,000	
R		2021 Impact Fee Study	\$ 150,000	
Ongoing Project Subtotal		\$ 16,090,000		
Proposed Projects	1	New and Replacement 12-inch Rock Prairie Road Water Line	\$ 2,289,500	
	2	New 18-Inch Midtown Business Center Water Line	\$ 2,796,400	
	3	BioCorridor Water Line Improvements	\$ 2,741,200	
	4	Water Supply Well No. 10	\$ 19,223,900	
	5	Harvey Mitchel Parkway Water Line Replacement	\$ 4,236,400	
	Proposed Future Project Subtotal		\$ 31,287,400	
Total Impact Fee Eligible Water Capital Improvements Cost			\$67,722,554	

(1) Oversize participation projects include only the portion of costs paid for by the City.

Table 3-4: Impact Fee Eligible Wastewater System Capital Projects

Project Type	Impact Fee Eligible CIP No.	Description of Project ⁽¹⁾	Total Capital Cost (2021 Dollars)
Recently Completed Projects	A	Royder/Live Oak Sewer Service	\$ 1,691,256
	B	Bee Creek Interceptor Phase 1 and 2	\$ 8,472,421
	C	Lick Creek Trunk Line	\$ 14,020,058
	D	Medical District Trunk Line Phase 1 (Participation Agreement)	\$ 1,770,375
	E	Northeast Trunk Line Phase 1 and 2	\$ 6,558,738
	F	Southwood Valley Trunk Line Phase 1	\$ 1,518,488
	G	18-Inch Harvey Road Gravity Line	\$ 188,790
	H	Creek Meadows Lift Station Upsizing and Force Main	\$ 212,587
	I	Nagle Street Student Housing Oversize Participation	\$ 26,854
	Recently Completed Project Subtotal		\$ 34,459,567
Ongoing Projects	J	Bee Creek Interceptor Phase 3	\$ 3,900,000
	K	Medical District Trunk Line Phase 2 and 3	\$ 3,250,000
	L	Northeast Trunk Line Phase 3 and 4	\$ 13,861,000
	M	Carters Creek Diversion Lift Station Phase 1	\$ 13,900,000
	N	Lick Creek WWTP Phase 1 Expansion	\$ 39,014,049
	O	2021 Impact Fee Update	\$ 174,150
	Ongoing Project Subtotal		\$ 74,099,199
Proposed Projects	1	15/18/24/30/36-inch Southwood Valley Interceptor Phase 2	\$ 7,314,800
	2	18/21/24-Inch Bee Creek Trunk Line Phase 4	\$ 5,357,800
	3	18/21-Inch Alum Creek Sewer Trunk Line	\$ 11,136,600
	4	8-Inch Creek Meadows Force Main Re-Routed to Alum Creek Trunk Line	\$ 2,517,900
	5	Lick Creek WWTP Phase 2 Expansion (to 8.0 MGD)	\$ 49,946,000
	6	21/24-Inch Harvey Road Replacement Gravity Line	\$ 4,916,300
	Proposed Project Subtotal		\$ 81,189,400
Total Impact Fee Eligible Wastewater Capital Improvements Cost			\$ 189,748,166

(1) Oversize participation projects include only the portion of costs paid for by the City.



DRAFT FIGURE 3-1

CITY OF COLLEGE STATION

WATER IMPACT FEE UPDATE

CAPITAL IMPROVEMENTS PLAN

LEGEND

Impact Fee Eligible Project

- Water Line

Ongoing/Recently Completed Improvements

- Pressure Relief Valve
- Water Tank
- Water Line

Existing Water System

- Interconnect
- Elevated
- Ground
- Pump Station
- 8" and Smaller Water Line
- 10" and Larger Water Line

- Road
- Railroad
- Stream
- Lake
- Water Impact Fee Service Area
- Brazos County MUD 1
- Texas A&M University
- City Limit
- ETJ Boundary
- Other City Limit
- County Boundary

CITY OF COLLEGE STATION
Home of Texas A&M University®

The timing of projects shown is subject to change based on development patterns. The utility alignments shown in this figure are for illustration purposes only and do not set the alignments. The alignment of each utility will be determined at the time of the engineering design.



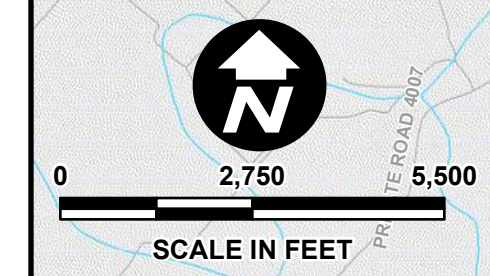
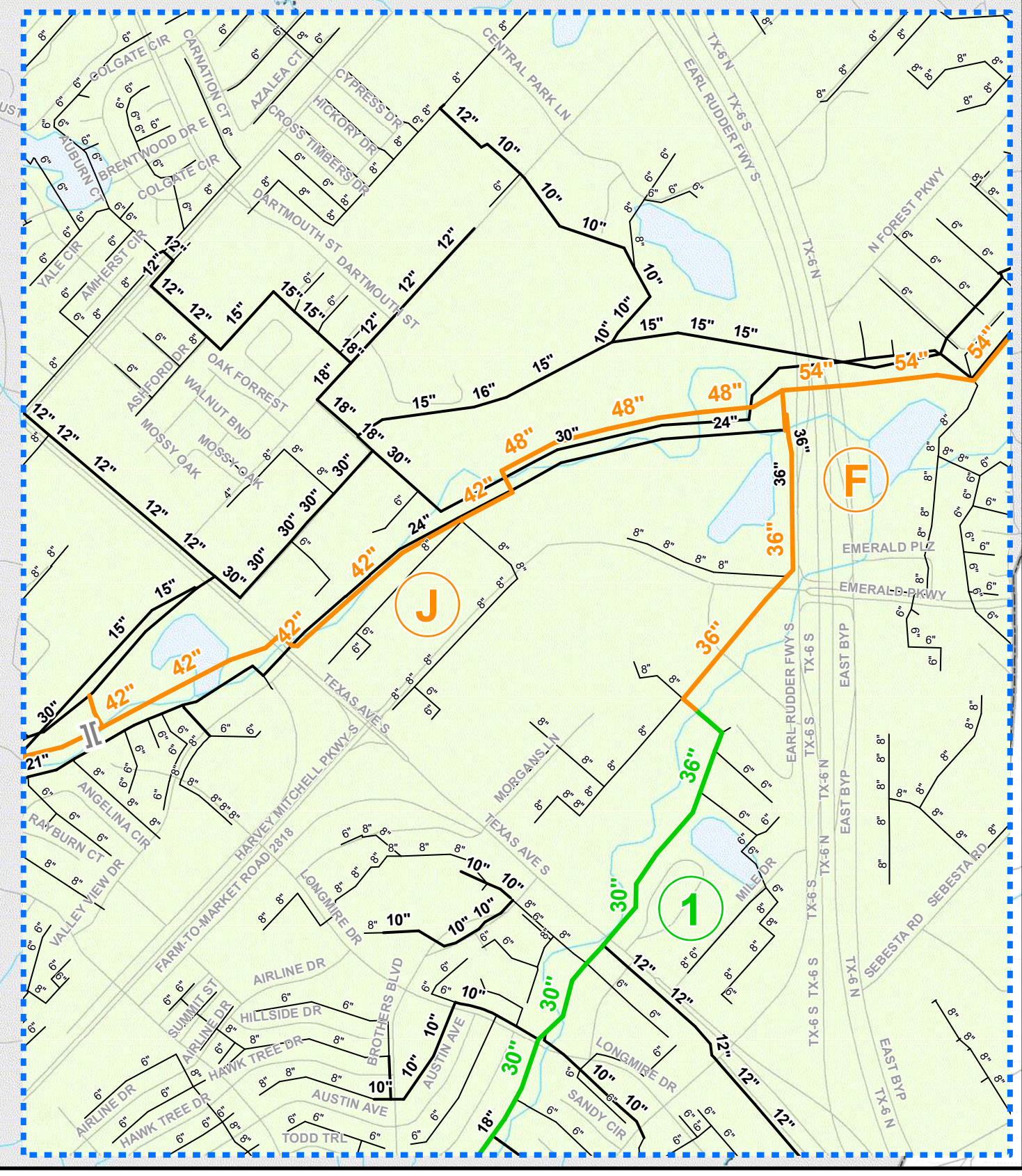
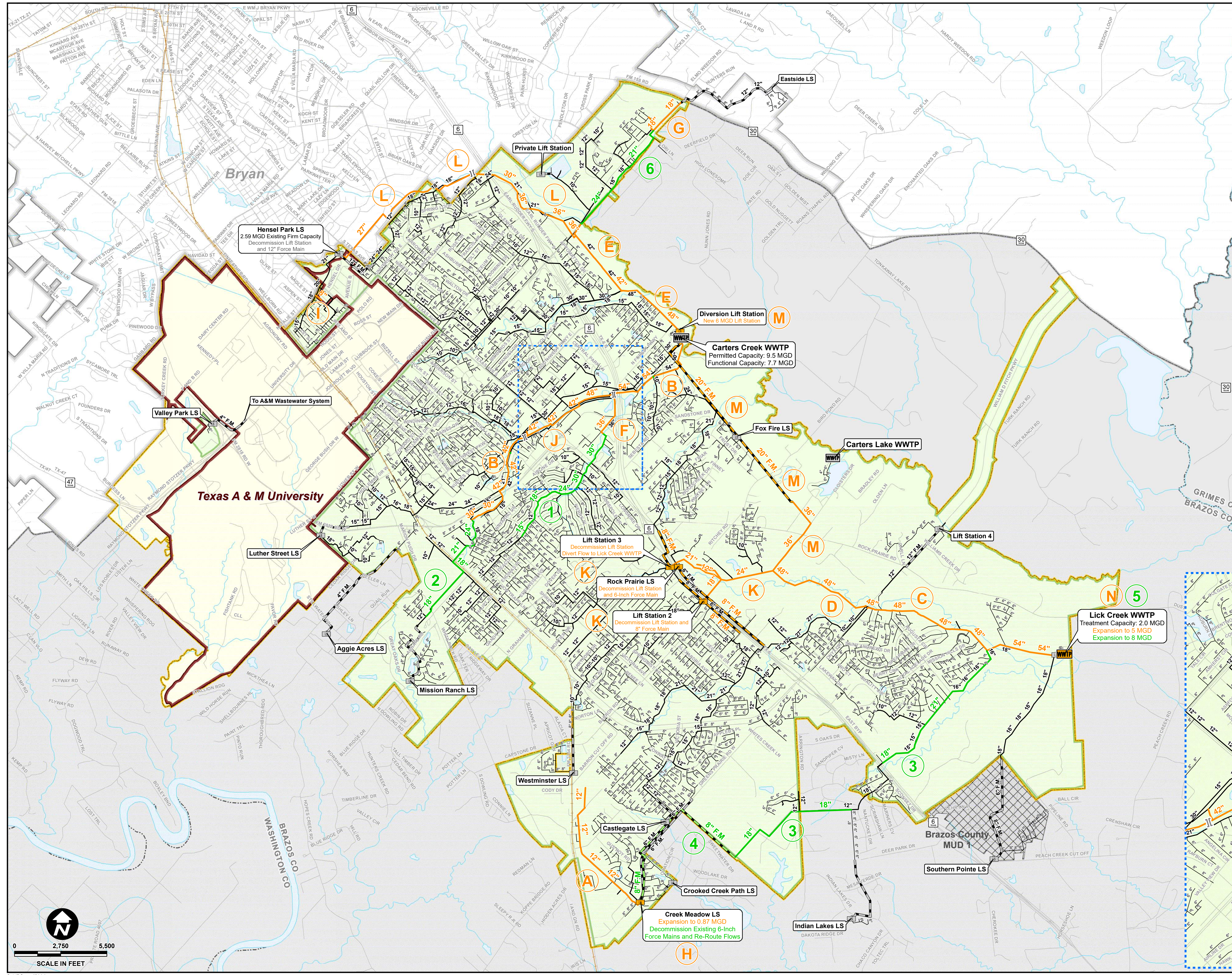
DRAFT FIGURE 3-2
CITY OF COLLEGE STATION
WASTEWATER IMPACT FEE UPDATE
CAPITAL IMPROVEMENTS PLAN

LEGEND

- Ongoing/Recently Completed Improvements**
- Lift Station
 - Wastewater Treatment Plant
 - Gravity Main
 - Force Main
- Impact Fee Eligible Improvements**
- Gravity Main
 - Force Main
- Existing Wastewater System**
- Lift Station
 - Wastewater Treatment Plant
 - 8" and Smaller Wastewater Line
 - 10" and Larger Wastewater Line
- Force Main
- Road
- Railroad
- Stream
- Lake
- Wastewater Impact Fee Service Area
- Brazos County MUD 1
- Texas A&M University
- City Limit
- ETJ Boundary
- Other City Limit
- County Boundary



The timing of projects shown is subject to change based on development patterns. The utility alignments shown in this figure are for illustration purposes only and do not set the alignments. The alignment of each utility will be determined at the time of the engineering design.



4.0 WATER AND WASTEWATER IMPACT FEE ANALYSIS

The water and wastewater impact fee analysis involves determining the utilization of existing and proposed projects within the capital improvement plans (**Section 3.0**) required to serve new development over the next 10-year period. For these projects, the impact fee is calculated as a percentage of the project cost, based upon the percentage of the project's capacity required to serve development projected to occur between 2021 and 2031. Capacity serving existing development and development projected to occur beyond the 10-year period is not impact fee eligible.

4.1 WATER AND WASTEWATER CAPACITY ANALYSIS

The impact fee eligible water and wastewater projects were evaluated to determine the proportion of the project that will be utilized within the next 10 years. The 10-year utilization will define the percentage of the project cost that is impact fee eligible. A summary of the project costs required for the 10-year growth period used in the impact fee analysis for both the water and wastewater systems are shown in **Table 4-1** and

Table 4-2, respectively. The 2021 percent utilization is the portion of a project's capacity required to serve existing development and is therefore not included in the impact fee eligible cost. The 2031 percent utilization is the portion of the project's capacity that will be utilized by 2031. The 2021 - 2031 percent utilization is the portion of the project's capacity required to serve growth from 2021 to 2031. The portion of a project's total cost that is used to serve growth projected to occur from 2021 through 2031 is calculated as the total project cost multiplied by the 2021 - 2031 percent utilization. Only this portion of the cost is used in the impact fee analysis.

Table 4-1: Cost Allocation for Water Impact Fee Calculation

No.		Description of Project	Percent Utilization			Costs Based on 2021 Dollars	
			2021	2031	2021-2031	Capital Cost	10-Year (2021-2031)
Recently Completed	A	High Service Pumping Improvements	20%	60%	40%	\$ 3,597,227	\$ 1,438,891
	B	BioCorridor Water Line	25%	100%	75%	\$ 998,884	\$ 749,163
	C	Area 2 Water Line Extension	10%	35%	25%	\$ 1,000,000	\$ 250,000
	D	Cooling Tower Expansion	25%	100%	75%	\$ 3,795,667	\$ 2,846,750
	E	Well No. 10 Land Acquisition	0%	95%	95%	\$ 1,048,633	\$ 996,201
	F	Well No. 9 and Collection Line	25%	100%	75%	\$ 7,623,202	\$ 5,717,402
	G	Midtown Drive 12-inch Water Line	20%	70%	50%	\$ 920,000	\$ 460,000
	H	The Crossing at Lick Creek Phase 1 - 3 Oversize Participation	45%	90%	45%	\$ 45,233	\$ 20,355
	I	Embassy Suites Water Line Oversize Participation	10%	100%	90%	\$ 15,030	\$ 13,527
	J	Brazos Valley Auto Complex Oversize Participation	40%	70%	30%	\$ 84,791	\$ 25,437
	K	Castlegate II Oversize Participation	45%	100%	55%	\$ 50,871	\$ 27,979
	L	Greens Prairie Oversize Participation	10%	35%	25%	\$ 96,498	\$ 24,125
	M	Summit Crossing Phase 3A Oversize Participation	15%	100%	85%	\$ 32,550	\$ 27,668
	N	SH 6 Water Line Phase 1 and 2	40%	70%	30%	\$ 1,036,568	\$ 310,970
	Recently Completed Project Subtotal						\$ 20,345,154
Ongoing	O	SH 6 Water Line Phase 3	40%	70%	30%	\$ 3,050,000	\$ 915,000
	P	3.0 MG Elevated Storage Tank and Pressure Reducing Valves	40%	70%	30%	\$ 8,690,000	\$ 2,607,000
	Q	SH 40 Water Line Phase 1 and 2	35%	100%	65%	\$ 4,200,000	\$ 2,730,000
	R	2021 Impact Fee Study	0%	100%	100%	\$ 150,000	\$ 150,000
	Ongoing Project Subtotal						\$ 16,090,000
Proposed	1	New and Replacement 12-inch Rock Prairie Road Water Line	45%	85%	40%	\$ 2,289,500	\$ 915,800
	2	New 18-Inch Midtown Business Center Water Line	20%	90%	70%	\$ 2,796,400	\$ 1,957,480
	3	BioCorridor Water Line Improvements	10%	100%	90%	\$ 2,741,200	\$ 2,467,080
	4	Water Supply Well No. 10	0%	95%	95%	\$ 19,223,900	\$ 18,262,705
	5	Harvey Mitchel Parkway Water Line Replacement	70%	90%	20%	\$ 4,236,400	\$ 847,280
	Proposed Future Project Subtotal						\$ 31,287,400
Total Impact Fee Eligible Water Capital Improvements Cost						\$ 67,722,554	\$ 43,760,813

Table 4-2: Cost Allocation for Wastewater Impact Fee Calculation

No.		Description of Project	Percent Utilization			Costs Based on 2021 Dollars	
			2021	2031	2021-2031	Capital Cost	10-Year (2021-2031)
Recently Completed	A	Royder/Live Oak Sewer Service	15%	25%	10%	\$ 1,691,256	\$ 169,126
	B	Bee Creek Interceptor Phase 1 and 2	75%	95%	20%	\$ 8,472,421	\$ 1,694,484
	C	Lick Creek Trunk Line	40%	75%	35%	\$ 14,020,058	\$ 4,907,020
	D	Medical District Trunk Line Phase 1 (Participation Agreement)	30%	65%	35%	\$ 1,770,375	\$ 619,631
	E	Northeast Trunk Line Phase 1 and 2	75%	90%	15%	\$ 6,558,738	\$ 983,811
	F	Southwood Valley Trunk Line Phase 1	95%	100%	5%	\$ 1,518,488	\$ 75,924
	G	18-Inch Harvey Road Gravity Line	5%	30%	25%	\$ 188,790	\$ 47,198
	H	Creek Meadows Lift Station Upsizing and Force Main	0%	60%	60%	\$ 212,587	\$ 127,552
	I	Nagle Street Student Housing Oversize Participation	75%	100%	25%	\$ 26,854	\$ 6,714
	Recently Completed Project Subtotal					\$ 34,459,567	\$ 8,631,460
Ongoing	J	Bee Creek Interceptor Phase 3	75%	95%	20%	\$ 3,900,000	\$ 780,000
	K	Medical District Trunk Line Phase 2 and 3	85%	95%	10%	\$ 3,250,000	\$ 325,000
	L	Northeast Trunk Line Phase 3 and 4	75%	95%	20%	\$ 13,861,000	\$ 2,772,200
	M	Carters Creek Diversion Lift Station Phase 1	0%	75%	75%	\$ 13,900,000	\$ 10,425,000
	N	Lick Creek WWTP Phase 1 Expansion	10%	100%	90%	\$ 39,014,049	\$ 35,112,644
	O	2021 Impact Fee Update	0%	100%	100%	\$ 174,150	\$ 174,150
	Ongoing Project Subtotal					\$ 74,099,199	\$ 49,588,994
Proposed	1	15/18/24/30/36-inch Southwood Valley Interceptor Phase 1 and 2	95%	100%	5%	\$ 7,314,800	\$ 365,740
	2	18/21/24-Inch Bee Creek Trunk Line Phase 4	80%	95%	15%	\$ 5,357,800	\$ 803,670
	3	18/21-Inch Alum Creek Sewer Trunk Line	45%	60%	15%	\$ 11,136,600	\$ 1,670,490
	4	8-Inch Creek Meadows Force Main Re-Routed to Alum Creek Trunk Line	80%	100%	20%	\$ 2,517,900	\$ 503,580
	5	Lick Creek WWTP Phase 2 Expansion (to 8.0 MGD)	0%	5%	5%	\$ 49,946,000	\$ 2,497,300
	6	21/24-Inch Harvey Road Replacement Gravity Line	20%	45%	25%	\$ 4,916,300	\$ 1,229,075
	Proposed Future Project Subtotal					\$ 81,189,400	\$ 7,069,855
Total Impact Fee Eligible Wastewater Capital Improvements Cost						\$ 189,748,166	\$ 65,290,309

4.2 MAXIMUM IMPACT FEE CALCULATION

Chapter 395 of the Texas Local Government Code states that the maximum impact fee may not exceed the amount determined by subtracting a credit from the cost of the capital improvements required and dividing that amount by the total number of service units attributed to new development during the impact fee eligibility period. Chapter 395 defines two different methods for determining the credit:

1. A credit for ad valorem tax and utility service revenues generated by new service units that is used for the payment of improvements included in the CIP, or
2. A credit equal to 50% of the total projected cost of implementing the CIP

The City of College Station elected to calculate the credit for ad valorem tax and utility service revenues generated by new service units and performed a service revenue rate credit analysis, described in **Section 4.2.1**. The maximum allowable water and wastewater impact fees are calculated in **Section 4.2.2** and **Section 4.2.3**.

4.2.1 Rate Credit Analysis

The purpose of the rate credit is to ensure that new growth is not charged both through the impact fee and then again through future rate increases to pay for the impact fee capital improvement projects. Each utility should calculate the credit in a way that is consistent with the operation of their fund, the way they finance their capital improvements, and the way these capital improvements costs are represented in their utility rates.

FNI utilized the projected LUEs, discussed in **Section 2.0**, to determine the pro rata share of the existing debt (interest and principal) attributable to each LUE on the system for each year of the impact fee period. Eligible debt on existing projects was calculated based on total existing debt provided by the City, the financing method of the impact fee eligible projects already constructed (or partially constructed), and the percent utilization of each project as calculated in the impact fee analysis. Ad valorem taxes weren't considered since there are no water and wastewater projects funded through ad valorem taxes. The resulting cost per LUE was multiplied by the cumulative growth in LUEs for each year of the impact fee period, resulting in the portion of the existing debt (interest and principal) that future customers will pay for in water/wastewater rates. This represents the credit to the impact fees required to avoid 'double counting' and this credit was subtracted from the total impact fee eligible. The calculation of the rate credit is shown in **Appendix D**.

4.2.2 Maximum Allowable Water Impact Fee

The total maximum allowable water impact fee calculation per LUE is summarized in **Table 4-3**. The total eligible impact fee costs include the projected capital improvement costs to serve 10-year development and the projected finance cost for the capital improvements.

Table 4-3: Water Impact Fee Calculation

Water Impact Fee	
Total Eligible Capital Improvement Costs	\$43,760,813
Total Eligible Financing Costs	\$12,663,228
Rate Credit	(\$1,966,603)
Total Impact Fee Eligible Cost⁽¹⁾	\$54,457,437
10-Year Growth in Water LUEs	14,044
Maximum Allowable Water Impact Fee per LUE⁽²⁾	\$3,877

(1) Total eligible capital and financing costs minus the rate credit

(2) Total eligible costs divided by the growth in LUEs

4.2.3 Maximum Allowable Wastewater Impact Fee

The total maximum allowable wastewater impact fee calculation per LUE is summarized in **Table 4-4**. The total eligible impact fee costs include the projected capital improvement costs to serve 10-year development and the projected finance cost for the capital improvements.

Table 4-4: Wastewater Impact Fee Calculation

Wastewater Impact Fee	
Total Eligible Capital Improvement Costs	\$65,290,309
Total Eligible Financing Costs	\$9,135,832
Rate Credit	(\$2,507,952)
Total Eligible Impact Fee Cost⁽¹⁾	\$71,918,188
10-Year Growth in Wastewater LUEs	12,905
Maximum Allowable Wastewater Impact Fee per LUE⁽²⁾	\$5,572

(1) Total eligible capital and financing costs minus the rate credit

(2) Total eligible costs divided by the growth in LUEs

4.2.4 Schedule of Maximum Allowable Water and Wastewater Impact Fees

Table 4-5 shows the schedule of maximum allowable water and wastewater impact fees by water meter size, based on the living unit equivalents discussed in **Section 2.2**.

Table 4-5: Schedule of Maximum Allowable Water and Wastewater Impact Fees

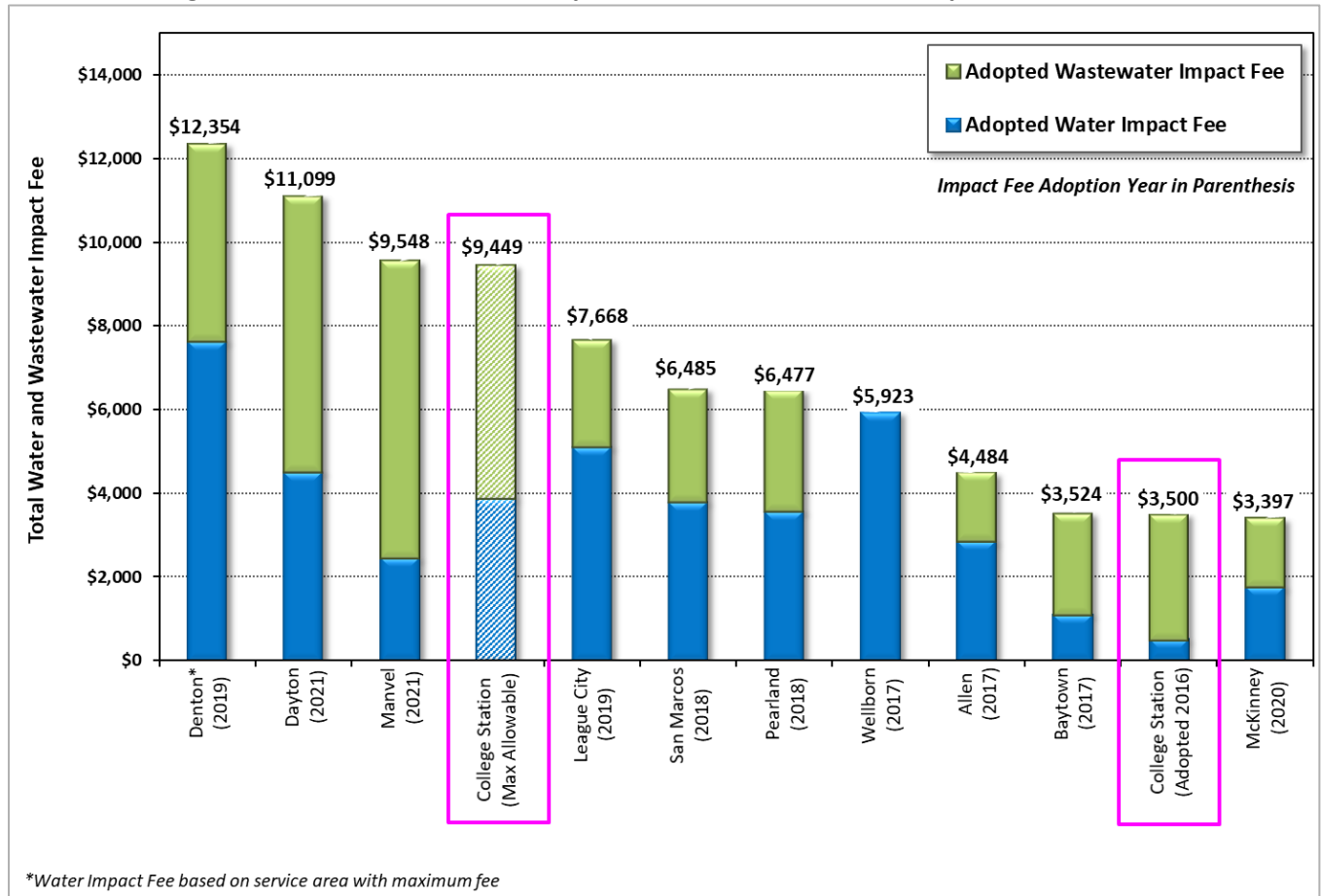
Meter Size	Living Unit Equivalent ⁽¹⁾	Maximum Allowable Impact Fees		
		Water	Wastewater	Total
5/8" x 3/4"	1.0	\$ 3,877	\$ 5,572	\$ 9,449
1"	3.3	\$ 12,923	\$ 18,573	\$ 31,496
1-1/2"	10.7	\$ 41,354	\$ 59,434	\$ 100,788
2"	10.7	\$ 41,354	\$ 59,434	\$ 100,788
3"	26.7	\$ 103,386	\$ 148,586	\$ 251,972
4"	53.3	\$ 206,773	\$ 297,173	\$ 503,946
6"	106.7	\$ 413,546	\$ 594,346	\$ 1,007,892
8"	180.0	\$ 697,860	\$ 1,002,960	\$ 1,700,820
10"	266.7	\$ 1,033,866	\$ 1,485,866	\$ 2,519,732

(1) Living unit equivalents shown as rounded to single decimal point.

4.3 WATER AND WASTEWATER IMPACT FEE COMPARISON

A comparison graph showing adopted water and wastewater impact fees in benchmark cities is presented on **Figure 4-1**. The graph also shows where College Station compares using its maximum allowable impact fee as well as the City's existing impact fee.

Figure 4-1: Benchmark of Adopted Water and Wastewater Impact Fees



5.0 IMPACT FEE ADOPTION

5.1 PUBLIC HEARING

The amended Chapter 395 of the Texas Local Government Code requires one public hearing to be held to update an existing impact fee. The presentations shall include a discussion of the land use assumptions and capital improvements plan and the proposed ordinance, order or resolution imposing an impact fee. The required public hearing is tentatively scheduled to be held on November 22, 2021 at the City of College Station City Hall. Public hearing dates will be set by Council and advertised more than 30 days prior to the public hearing. The presentations by Freese and Nichols, Inc. at the public hearings will be included in **Appendix E**.

5.2 ORDINANCE

Once the public hearing is held, the political subdivision shall approve or disapprove the land use assumptions and capital improvements plan and the proposed ordinance, order or resolution imposing an impact fee within 30 days of the public hearing.

APPENDIX A

Chapter 395, Texas Local Government Code

**CHAPTER 395. FINANCING CAPITAL IMPROVEMENTS REQUIRED BY NEW
DEVELOPMENT IN MUNICIPALITIES, COUNTIES, AND CERTAIN OTHER LOCAL
GOVERNMENTS**

SUBCHAPTER A. GENERAL PROVISIONS

§ 395.001. Definitions

In this chapter:

(1) "Capital improvement" means any of the following facilities that have a life expectancy of three or more years and are owned and operated by or on behalf of a political subdivision:

(A) water supply, treatment, and distribution facilities; wastewater collection and treatment facilities; and storm water, drainage, and flood control facilities; whether or not they are located within the service area; and

(B) roadway facilities.

(2) "Capital improvements plan" means a plan required by this chapter that identifies capital improvements or facility expansions for which impact fees may be assessed.

(3) "Facility expansion" means the expansion of the capacity of an existing facility that serves the same function as an otherwise necessary new capital improvement, in order that the existing facility may serve new development. The term does not include the repair, maintenance, modernization, or expansion of an existing facility to better serve existing development.

(4) "Impact fee" means a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development. The term includes amortized charges, lump-sum charges, capital recovery fees, contributions in aid of construction, and any other fee that functions as described by this definition. The term does not include:

(A) dedication of land for public parks or payment in lieu of the dedication to serve park needs;

(B) dedication of rights-of-way or easements or construction or dedication of on-site or off-site water distribution, wastewater collection or drainage facilities, or streets, sidewalks, or curbs if the dedication or construction is required by a valid ordinance and is necessitated by and attributable to the new development;

(C) lot or acreage fees to be placed in trust funds for the purpose of reimbursing developers for oversizing or constructing water or sewer mains or lines; or

(D) other pro rata fees for reimbursement of water or sewer mains or lines extended by the political subdivision.

However, an item included in the capital improvements plan may not be required to be constructed except in accordance with Section 395.019(2), and an owner may not be required to construct or dedicate facilities and to pay impact fees for those facilities.

(5) "Land use assumptions" includes a description of the service area and projections of changes in land uses, densities, intensities, and population in the service area over at least a 10-year period.

(6) "New development" means the subdivision of land; the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land; any of which increases the number of service units.

(7) "Political subdivision" means a municipality, a district or authority created under Article III, Section 52, or Article XVI, Section 59, of the Texas Constitution, or, for the purposes set forth by Section 395.079, certain counties described by that section.

(8) "Roadway facilities" means arterial or collector streets or roads that have been designated on an officially adopted roadway plan of the political subdivision, together with all necessary appurtenances. The term includes the political subdivision's share of costs for roadways and associated improvements designated on the federal or Texas highway system, including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances, and rights-of-way.

(9) "Service area" means the area within the corporate boundaries or extraterritorial jurisdiction, as determined under Chapter 42, of the political subdivision to be served by the capital improvements or facilities expansions specified in the capital improvements plan, except roadway facilities and storm water, drainage, and flood control facilities. The service area, for the purposes of this chapter, may include all or part of the land within the political subdivision or its extraterritorial jurisdiction, except for roadway facilities and storm water, drainage, and flood control facilities. For roadway facilities, the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six miles. For storm water, drainage, and flood control facilities, the service area may include all or part of the land within the political subdivision or its extraterritorial jurisdiction, but shall not exceed the area actually served by the storm water, drainage, and flood control facilities designated in the capital improvements plan and shall not extend across watershed boundaries.

(10) "Service unit" means a standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards and based on historical data and trends applicable to the political subdivision in which the individual unit of development is located during the previous 10 years.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989. Amended by Acts 1989, 71st Leg., ch. 566, § 1(e), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 1, eff. Sept. 1, 2001.

SUBCHAPTER B. AUTHORIZATION OF IMPACT FEE

§ 395.011. Authorization of Fee

(a) Unless otherwise specifically authorized by state law or this chapter, a governmental entity or political subdivision may not enact or impose an impact fee.

(b) Political subdivisions may enact or impose impact fees on land within their corporate boundaries or extraterritorial jurisdictions only by complying with this chapter, except that impact fees may not be enacted or imposed in the extraterritorial jurisdiction for roadway facilities.

(c) A municipality may contract to provide capital improvements, except roadway facilities, to an area outside its corporate boundaries and extraterritorial jurisdiction and may charge an impact fee under the contract, but if an impact fee is charged in that area, the municipality must comply with this chapter.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.012. Items Payable by Fee

(a) An impact fee may be imposed only to pay the costs of constructing capital improvements or facility expansions, including and limited to the:

(1) construction contract price;

(2) surveying and engineering fees;

(3) land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and

(4) fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision.

(b) Projected interest charges and other finance costs may be included in determining the amount of impact fees only if the impact fees are used for the payment of principal and interest on bonds, notes, or other obligations issued by or on behalf of the political subdivision to finance the capital improvements or facility expansions identified in the capital improvements plan and are not used to reimburse bond funds expended for facilities that are not identified in the capital improvements plan.

(c) Notwithstanding any other provision of this chapter, the Edwards Underground Water District or a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may use impact fees to pay a staff engineer who prepares or updates a capital improvements plan under this chapter.

(d) A municipality may pledge an impact fee as security for the payment of debt service on a bond, note, or other obligation issued to finance a capital improvement or public facility expansion if:

(1) the improvement or expansion is identified in a capital improvements plan; and

(2) at the time of the pledge, the governing body of the municipality certifies in a written order, ordinance, or resolution that none of the impact fee will be used or expended for an improvement or expansion not identified in the plan.

(e) A certification under Subsection (d)(2) is sufficient evidence that an impact fee pledged will not be used or expended for an improvement or expansion that is not identified in the capital improvements plan.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989. Amended by Acts 1995, 74th Leg., ch. 90, § 1, eff. May 16, 1995.

§ 395.013. Items Not Payable by Fee

Impact fees may not be adopted or used to pay for:

(1) construction, acquisition, or expansion of public facilities or assets other than capital improvements or facility expansions identified in the capital improvements plan;

(2) repair, operation, or maintenance of existing or new capital improvements or facility expansions;

(3) upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;

(4) upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;

(5) administrative and operating costs of the political subdivision, except the Edwards Underground Water District or a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may use impact fees to pay its administrative and operating costs;

(6) principal payments and interest or other finance charges on bonds or other indebtedness, except as allowed by Section 395.012.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.014. Capital Improvements Plan

(a) The political subdivision shall use qualified professionals to prepare the capital improvements plan and to calculate the impact fee. The capital improvements plan must contain specific enumeration of the following items:

(1) a description of the existing capital improvements within the service area and the costs to upgrade, update, improve, expand, or replace the improvements to meet existing needs and usage and stricter safety, efficiency, environmental, or regulatory standards, which shall be prepared by a qualified professional engineer licensed to perform the professional engineering services in this state;

(2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of the existing capital improvements, which shall be prepared by a qualified professional engineer licensed to perform the professional engineering services in this state;

(3) a description of all or the parts of the capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions, which shall be prepared by a qualified professional engineer licensed to perform the professional engineering services in this state;

(4) a definitive table establishing the specific level or quantity of use, consumption, generation, or discharge of a service unit for each category of capital improvements or facility expansions and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, and industrial;

(5) the total number of projected service units necessitated by and attributable to new development within the service area based on the approved land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;

(6) the projected demand for capital improvements or facility expansions required by new service units projected over a reasonable period of time, not to exceed 10 years; and

(7) a plan for awarding:

(A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or

(B) in the alternative, a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan.

(b) The analysis required by Subsection (a)(3) may be prepared on a systemwide basis within the service area for each major category of capital improvement or facility expansion for the designated service area.

(c) The governing body of the political subdivision is responsible for supervising the implementation of the capital improvements plan in a timely manner.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 2, eff. Sept. 1, 2001.

§ 395.015. Maximum Fee Per Service Unit

(a) The impact fee per service unit may not exceed the amount determined by subtracting the amount in Section 395.014(a)(7) from the costs of the capital improvements described by Section 395.014(a)(3) and dividing that amount by the total number of projected service units described by Section 395.014(a)(5).

(b) If the number of new service units projected over a reasonable period of time is less than the total number of new service units shown by the approved land use assumptions at full development of the service area, the maximum impact fee per service unit shall be calculated by dividing the costs of the part of the capital improvements necessitated by and attributable to projected new service units described by Section 395.014(a)(6) by the projected new service units described in that section.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 3, eff. Sept. 1, 2001.

§ 395.016. Time for Assessment and Collection of Fee

(a) This subsection applies only to impact fees adopted and land platted before June 20, 1987. For land that has been platted in accordance with Subchapter A, Chapter 212, or the subdivision or platting procedures of a political subdivision before June 20, 1987, or land on which new development occurs or is proposed without platting, the political subdivision may assess the impact fees at any time during the development approval and building process. Except as provided by Section 395.019, the political subdivision may collect the fees at either the time of recordation of the subdivision plat or connection to the political subdivision's water or sewer system or at the time the political subdivision issues either the building permit or the certificate of occupancy.

(b) This subsection applies only to impact fees adopted before June 20, 1987, and land platted after that date. For new development which is platted in accordance with Subchapter A, Chapter 212, or the subdivision or platting procedures of a political subdivision after June 20, 1987, the political subdivision may assess the impact fees before or at the time of recordation. Except as provided by Section 395.019, the political subdivision may collect the fees at either the time of recordation of the subdivision plat or connection to the political subdivision's water or sewer system or at the time the political subdivision issues either the building permit or the certificate of occupancy.

(c) This subsection applies only to impact fees adopted after June 20, 1987. For new development which is platted in accordance with Subchapter A, Chapter 212, or the subdivision or platting procedures of a political subdivision before the adoption of an impact fee, an impact fee may not be collected on any service unit for which a valid building permit is issued within one year after the date of adoption of the impact fee.

(d) This subsection applies only to land platted in accordance with Subchapter A, Chapter 212, or the subdivision or platting procedures of a political subdivision after adoption of an impact fee adopted after June 20, 1987. The political subdivision shall assess the impact fees before or at the time of recordation of a subdivision plat or other plat under Subchapter A, Chapter 212, or the subdivision or platting ordinance or procedures of any political subdivision in the official records of the county clerk of the county in which the tract is located. Except as provided by Section 395.019, if the political subdivision has water and wastewater capacity available:

(1) the political subdivision shall collect the fees at the time the political subdivision issues a building permit;

(2) for land platted outside the corporate boundaries of a municipality, the municipality shall collect the fees at the time an application for an individual meter connection to the municipality's water or wastewater system is filed; or

(3) a political subdivision that lacks authority to issue building permits in the area where the impact fee applies shall collect the fees at the time an application is filed for an individual meter connection to the political subdivision's water or wastewater system.

(e) For land on which new development occurs or is proposed to occur without platting, the political subdivision may assess the impact fees at any time during the development and building process and may collect the fees at either the time of recordation of the subdivision plat or connection to the political subdivision's water or sewer system or at the time the political subdivision issues either the building permit or the certificate of occupancy.

(f) An "assessment" means a determination of the amount of the impact fee in effect on the date of occurrence provided in this section and is the maximum amount that can be charged per service unit of such development. No specific act by the political subdivision is required.

(g) Notwithstanding Subsections (a)-(e) and Section 395.017, the political subdivision may reduce or waive an impact fee for any service unit that would qualify as affordable housing under 42 U.S.C. Section 12745, as amended, once the service unit is constructed. If affordable housing as defined by 42 U.S.C. Section 12745, as amended, is not constructed, the political subdivision may reverse its decision to waive or reduce the impact fee, and the political subdivision may assess an impact fee at any time during the development approval or building process or after the building process if an impact fee was not already assessed.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989. Amended by Acts 1997, 75th Leg., ch. 980, § 52, eff. Sept. 1, 1997.

Amended by Acts 2001, 77th Leg., ch. 345, § 4, eff. Sept. 1, 2001.

§ 395.017. Additional Fee Prohibited; Exception

After assessment of the impact fees attributable to the new development or execution of an agreement for payment of impact fees, additional impact fees or increases in fees may not be assessed against the tract for any reason unless the number of service units to be developed on the tract increases. In the event of the increase in the number of service units, the impact fees to be imposed are limited to the amount attributable to the additional service units.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.018. Agreement With Owner Regarding Payment

A political subdivision is authorized to enter into an agreement with the owner of a tract of land for which the plat has been recorded providing for the time and method of payment of the impact fees.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.019. Collection of Fees if Services Not Available

Except for roadway facilities, impact fees may be assessed but may not be collected in areas where services are not currently available unless:

(1) the collection is made to pay for a capital improvement or facility expansion that has been identified in the capital improvements plan and the political subdivision commits to commence construction within two years, under duly awarded and executed contracts or commitments of staff time covering substantially all of the work required to provide service, and to have the service available within a reasonable period of time considering the type of capital improvement or facility expansion to be constructed, but in no event longer than five years;

(2) the political subdivision agrees that the owner of a new development may construct or finance the capital improvements or facility expansions and agrees that the costs incurred or funds advanced will be credited against the impact fees otherwise due from the new development or agrees to reimburse the owner for such costs from impact fees paid from other new developments that will use such capital improvements or facility expansions, which fees shall be collected and reimbursed to the owner at the time the other new development records its plat; or

(3) an owner voluntarily requests the political subdivision to reserve capacity to serve future development, and the political subdivision and owner enter into a valid written agreement.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.020. Entitlement to Services

Any new development for which an impact fee has been paid is entitled to the permanent use and benefit of the services for which the fee was exacted and is entitled to receive immediate service from any existing facilities with actual capacity to serve the new service units, subject to compliance with other valid regulations.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.021. Authority of Political Subdivisions to Spend Funds to Reduce Fees

Political subdivisions may spend funds from any lawful source to pay for all or a part of the capital improvements or facility expansions to reduce the amount of impact fees.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.022. Authority of Political Subdivision to Pay Fees

Political subdivisions and other governmental entities may pay impact fees imposed under this chapter.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.023. Credits Against Roadway Facilities Fees

Any construction of, contributions to, or dedications of off-site roadway facilities agreed to or required by a political subdivision as a condition of development approval shall be credited against roadway facilities impact fees otherwise due from the development.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.024. Accounting For Fees and Interest

(a) The order, ordinance, or resolution levying an impact fee must provide that all funds collected through the adoption of an impact fee shall be deposited in interest-bearing accounts clearly identifying the category of capital improvements or facility expansions within the service area for which the fee was adopted.

(b) Interest earned on impact fees is considered funds of the account on which it is earned and is subject to all restrictions placed on use of impact fees under this chapter.

(c) Impact fee funds may be spent only for the purposes for which the impact fee was imposed as shown by the capital improvements plan and as authorized by this chapter.

(d) The records of the accounts into which impact fees are deposited shall be open for public inspection and copying during ordinary business hours.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.025. Refunds

(a) On the request of an owner of the property on which an impact fee has been paid, the political subdivision shall refund the impact fee if existing facilities are available and service is denied or the political subdivision has, after collecting the fee when service was not available, failed to commence construction within two years or service is not available within a reasonable period considering the type of capital improvement or facility expansion to be constructed, but in no event later than five years from the date of payment under Section 395.019(1).

(b) Repealed by Acts 2001, 77th Leg., ch. 345, § 9, eff. Sept. 1, 2001.

(c) The political subdivision shall refund any impact fee or part of it that is not spent as authorized by this chapter within 10 years after the date of payment.

(d) Any refund shall bear interest calculated from the date of collection to the date of refund at the statutory rate as set forth in Section 302.002, Finance Code, or its successor statute.

(e) All refunds shall be made to the record owner of the property at the time the refund is paid. However, if the impact fees were paid by another political subdivision or governmental entity, payment shall be made to the political subdivision or governmental entity.

(f) The owner of the property on which an impact fee has been paid or another political subdivision or governmental entity that paid the impact fee has standing to sue for a refund under this section.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989. Amended by Acts 1997, 75th Leg., ch. 1396, § 37, eff. Sept. 1, 1997.

Amended by Acts 1999, 76th Leg., ch. 62, § 7.82, eff. Sept. 1, 1999; Acts 2001, 77th Leg., ch. 345, § 9, eff. Sept. 1, 2001.

SUBCHAPTER C. PROCEDURES FOR ADOPTION OF IMPACT FEE

§ 395.041. Compliance With Procedures Required

Except as otherwise provided by this chapter, a political subdivision must comply with this subchapter to levy an impact fee.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.0411. Capital Improvements Plan

The political subdivision shall provide for a capital improvements plan to be developed by qualified professionals using generally accepted engineering and planning practices in accordance with Section 395.014.

Added by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.042. Hearing on Land Use Assumptions and Capital Improvements Plan

To impose an impact fee, a political subdivision must adopt an order, ordinance, or resolution establishing a public hearing date to consider the land use assumptions and capital improvements plan for the designated service area.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.043. Information About Land Use Assumptions and Capital Improvements Plan Available to Public

On or before the date of the first publication of the notice of the hearing on the land use assumptions and capital improvements plan, the political subdivision shall make available to the public its land use assumptions, the time period of the projections, and a description of the capital improvement facilities that may be proposed.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.044. Notice of Hearing on Land Use Assumptions and Capital Improvements Plan

(a) Before the 30th day before the date of the hearing on the land use assumptions and capital improvements plan, the political subdivision shall send a notice of the hearing by certified mail to any person who has given written notice by certified or registered mail to the municipal secretary or other designated official of the political subdivision requesting notice of the hearing within two years preceding the date of adoption of the order, ordinance, or resolution setting the public hearing.

(b) The political subdivision shall publish notice of the hearing before the 30th day before the date set for the hearing, in one or more newspapers of general circulation in each county in which the political subdivision lies. However, a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may publish the required newspaper notice only in each county in which the service area lies.

(c) The notice must contain:

(1) a headline to read as follows:

"NOTICE OF PUBLIC HEARING ON LAND USE ASSUMPTIONS AND CAPITAL
IMPROVEMENTS PLAN RELATING TO POSSIBLE ADOPTION OF IMPACT FEES"

(2) the time, date, and location of the hearing;

(3) a statement that the purpose of the hearing is to consider the land use assumptions and capital improvements plan under which an impact fee may be imposed; and

(4) a statement that any member of the public has the right to appear at the hearing and present evidence for or against the land use assumptions and capital improvements plan.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.045. Approval of Land Use Assumptions and Capital Improvements Plan Required

(a) After the public hearing on the land use assumptions and capital improvements plan, the political subdivision shall determine whether to adopt or reject an ordinance, order, or resolution approving the land use assumptions and capital improvements plan.

(b) The political subdivision, within 30 days after the date of the public hearing, shall approve or disapprove the land use assumptions and capital improvements plan.

(c) An ordinance, order, or resolution approving the land use assumptions and capital improvements plan may not be adopted as an emergency measure.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.0455. Systemwide Land Use Assumptions

(a) In lieu of adopting land use assumptions for each service area, a political subdivision may, except for storm water, drainage, flood control, and roadway facilities, adopt systemwide land use assumptions, which cover all of the area subject to the jurisdiction of the political subdivision for the purpose of imposing impact fees under this chapter.

(b) Prior to adopting systemwide land use assumptions, a political subdivision shall follow the public notice, hearing, and other requirements for adopting land use assumptions.

(c) After adoption of systemwide land use assumptions, a political subdivision is not required to adopt additional land use assumptions for a service area for water supply, treatment, and distribution facilities or wastewater collection and treatment facilities as a prerequisite to the adoption of a capital improvements plan or impact fee, provided the capital improvements plan and impact fee are consistent with the systemwide land use assumptions.

Added by Acts 1989, 71st Leg., ch. 566, § 1(b), eff. Aug. 28, 1989.

§ 395.047. Hearing on Impact Fee

On adoption of the land use assumptions and capital improvements plan, the governing body shall adopt an order or resolution setting a public hearing to discuss the imposition of the impact fee. The public hearing must be held by the governing body of the political subdivision to discuss the proposed ordinance, order, or resolution imposing an impact fee.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.049. Notice of Hearing on Impact Fee

(a) Before the 30th day before the date of the hearing on the imposition of an impact fee, the political subdivision shall send a notice of the hearing by certified mail to any person who has given written notice by certified or registered mail to the municipal secretary or other designated official of the political subdivision requesting notice of the hearing within two years preceding the date of adoption of the order or resolution setting the public hearing.

(b) The political subdivision shall publish notice of the hearing before the 30th day before the date set for the hearing, in one or more newspapers of general circulation in each county in which the political subdivision lies. However, a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may publish the required newspaper notice only in each county in which the service area lies.

(c) The notice must contain the following:

(1) a headline to read as follows:

"NOTICE OF PUBLIC HEARING ON ADOPTION OF IMPACT FEES"

- (2) the time, date, and location of the hearing;
- (3) a statement that the purpose of the hearing is to consider the adoption of an impact fee;
- (4) the amount of the proposed impact fee per service unit; and
- (5) a statement that any member of the public has the right to appear at the hearing and present evidence for or against the plan and proposed fee.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.050. Advisory Committee Comments on Impact Fees

The advisory committee created under Section 395.058 shall file its written comments on the proposed impact fees before the fifth business day before the date of the public hearing on the imposition of the fees.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.051. Approval of Impact Fee Required

(a) The political subdivision, within 30 days after the date of the public hearing on the imposition of an impact fee, shall approve or disapprove the imposition of an impact fee.

(b) An ordinance, order, or resolution approving the imposition of an impact fee may not be adopted as an emergency measure.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 5, eff. Sept. 1, 2001.

§ 395.052. Periodic Update of Land Use Assumptions and Capital Improvements Plan Required

(a) A political subdivision imposing an impact fee shall update the land use assumptions and capital improvements plan at least every five years. The initial five-year period begins on the day the capital improvements plan is adopted.

(b) The political subdivision shall review and evaluate its current land use assumptions and shall cause an update of the capital improvements plan to be prepared in accordance with Subchapter B.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 6, eff. Sept. 1, 2001.

§ 395.053. Hearing on Updated Land Use Assumptions and Capital Improvements Plan

The governing body of the political subdivision shall, within 60 days after the date it receives the update of the land use assumptions and the capital improvements plan, adopt an order setting a public hearing to discuss and review the update and shall determine whether to amend the plan.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.054. Hearing on Amendments to Land Use Assumptions, Capital Improvements Plan, or Impact Fee

A public hearing must be held by the governing body of the political subdivision to discuss the proposed ordinance, order, or resolution amending land use assumptions, the capital improvements plan, or the impact fee. On or before the date of the first publication of the notice of the hearing on the amendments, the land use assumptions and the capital improvements plan, including the amount of any proposed amended impact fee per service unit, shall be made available to the public.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.055. Notice of Hearing on Amendments to Land Use Assumptions, Capital Improvements Plan, or Impact Fee

(a) The notice and hearing procedures prescribed by Sections 395.044(a) and (b) apply to a hearing on the amendment of land use assumptions, a capital improvements plan, or an impact fee.

(b) The notice of a hearing under this section must contain the following:

(1) a headline to read as follows:

"NOTICE OF PUBLIC HEARING ON AMENDMENT OF IMPACT FEES"

(2) the time, date, and location of the hearing;

(3) a statement that the purpose of the hearing is to consider the amendment of land use assumptions and a capital improvements plan and the imposition of an impact fee; and

(4) a statement that any member of the public has the right to appear at the hearing and present evidence for or against the update.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 345, § 7, eff. Sept. 1, 2001.

§ 395.056. Advisory Committee Comments on Amendments

The advisory committee created under Section 395.058 shall file its written comments on the proposed amendments to the land use assumptions, capital improvements plan, and impact fee before the fifth business day before the date of the public hearing on the amendments.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.057. Approval of Amendments Required

(a) The political subdivision, within 30 days after the date of the public hearing on the amendments, shall approve or disapprove the amendments of the land use assumptions and the capital improvements plan and modification of an impact fee.

(b) An ordinance, order, or resolution approving the amendments to the land use assumptions, the capital improvements plan, and imposition of an impact fee may not be adopted as an emergency measure.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.0575. Determination That No Update of Land Use Assumptions, Capital Improvements Plan or Impact Fees is Needed

(a) If, at the time an update under Section 395.052 is required, the governing body determines that no change to the land use assumptions, capital improvements plan, or impact fee is needed, it may, as an alternative to the updating requirements of Sections 395.052-395.057, do the following:

(1) The governing body of the political subdivision shall, upon determining that an update is unnecessary and 60 days before publishing the final notice under this section, send notice of its determination not to update the land use assumptions, capital improvements plan, and impact fee by certified mail to any person who has, within two years preceding the date that the final notice of this matter is to be published, give written notice by certified or registered mail to the municipal secretary or other designated official of the political subdivision requesting notice of hearings related to impact fees. The notice must contain the information in Subsections (b)(2)-(5).

(2) The political subdivision shall publish notice of its determination once a week for three consecutive weeks in one or more newspapers with general circulation in each county in which the political subdivision lies. However, a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may publish the required newspaper notice only in each county in which the service area lies. The notice of public hearing may not be in the part of the paper in which legal notices and classified ads appear and may not be smaller than one-quarter page of a standard-size or tabloid-size newspaper, and the headline on the notice must be in 18-point or larger type.

(b) The notice must contain the following:

(1) a headline to read as follows:

"NOTICE OF DETERMINATION NOT TO UPDATE
LAND USE ASSUMPTIONS, CAPITAL IMPROVEMENTS
PLAN, OR IMPACT FEES";

(2) a statement that the governing body of the political subdivision has determined that no change to the land use assumptions, capital improvements plan, or impact fee is necessary;

(3) an easily understandable description and a map of the service area in which the updating has been determined to be unnecessary;

(4) a statement that if, within a specified date, which date shall be at least 60 days after publication of the first notice, a person makes a written request to the designated official of the political subdivision requesting that the land use assumptions, capital improvements plan, or impact fee be updated, the governing body must comply with the request by following the requirements of Sections 395.052-395.057; and

(5) a statement identifying the name and mailing address of the official of the political subdivision to whom a request for an update should be sent.

(c) The advisory committee shall file its written comments on the need for updating the land use assumptions, capital improvements plans, and impact fee before the fifth business day before the earliest notice of the government's decision that no update is necessary is mailed or published.

(d) If, by the date specified in Subsection (b)(4), a person requests in writing that the land use assumptions, capital improvements plan, or impact fee be updated, the governing body shall cause an update of the land use assumptions and capital improvements plan to be prepared in accordance with Sections 395.052-395.057.

(e) An ordinance, order, or resolution determining the need for updating land use assumptions, a capital improvements plan, or an impact fee may not be adopted as an emergency measure.

Added by Acts 1989, 71st Leg., ch. 566, § 1(d), eff. Aug. 28, 1989.

§ 395.058. Advisory Committee

(a) On or before the date on which the order, ordinance, or resolution is adopted under Section 395.042, the political subdivision shall appoint a capital improvements advisory committee.

(b) The advisory committee is composed of not less than five members who shall be appointed by a majority vote of the governing body of the political subdivision. Not less than 40 percent of the membership of the advisory committee must be representatives of the real estate, development, or building industries who are not employees or officials of a political subdivision or governmental entity.

If the political subdivision has a planning and zoning commission, the commission may act as the advisory committee if the commission includes at least one representative of the real estate, development, or building industry who is not an employee or official of a political subdivision or governmental entity. If no such representative is a member of the planning and zoning commission, the commission may still act as the advisory committee if at least one such representative is appointed by the political subdivision as an ad hoc voting member of the planning and zoning commission when it acts as the advisory committee. If the impact fee is to be applied in the extraterritorial jurisdiction of the political subdivision, the membership must include a representative from that area.

(c) The advisory committee serves in an advisory capacity and is established to:

(1) advise and assist the political subdivision in adopting land use assumptions;

(2) review the capital improvements plan and file written comments;

(3) monitor and evaluate implementation of the capital improvements plan;

(4) file semiannual reports with respect to the progress of the capital improvements plan and report to the political subdivision any perceived inequities in implementing the plan or imposing the impact fee; and

(5) advise the political subdivision of the need to update or revise the land use assumptions, capital improvements plan, and impact fee.

(d) The political subdivision shall make available to the advisory committee any professional reports with respect to developing and implementing the capital improvements plan.

(e) The governing body of the political subdivision shall adopt procedural rules for the advisory committee to follow in carrying out its duties.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

SUBCHAPTER D. OTHER PROVISIONS

§ 395.071. Duties to be Performed Within Time Limits

If the governing body of the political subdivision does not perform a duty imposed under this chapter within the prescribed period, a person who has paid an impact fee or an owner of land on which an impact fee has been paid has the right to present a written request to the governing body of the political subdivision stating the nature of the unperformed duty and requesting that it be performed within 60 days after the date of the request. If the governing body of the political subdivision finds that the duty is required under this chapter and is late in being performed, it shall cause the duty to commence within 60 days after the date of the request and continue until completion.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.072. Records of Hearings

A record must be made of any public hearing provided for by this chapter. The record shall be maintained and be made available for public inspection by the political subdivision for at least 10 years after the date of the hearing.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.073. Cumulative Effect of State and Local Restrictions

Any state or local restrictions that apply to the imposition of an impact fee in a political subdivision where an impact fee is proposed are cumulative with the restrictions in this chapter.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.074. Prior Impact Fees Replaced by Fees Under This Chapter

An impact fee that is in place on June 20, 1987, must be replaced by an impact fee made under this chapter on or before June 20, 1990. However, any political subdivision having an impact fee that has not been replaced under this chapter on or before June 20, 1988, is liable to any party who, after June 20, 1988, pays an impact fee that exceeds the maximum permitted under Subchapter B by more than 10 percent for an amount equal to two times the difference between the maximum impact fee allowed and the actual impact fee imposed, plus reasonable attorney's fees and court costs.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.075. No Effect on Taxes or Other Charges

This chapter does not prohibit, affect, or regulate any tax, fee, charge, or assessment specifically authorized by state law.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.076. Moratorium on Development Prohibited

A moratorium may not be placed on new development for the purpose of awaiting the completion of all or any part of the process necessary to develop, adopt, or update land use assumptions, a capital improvements plan, or an impact fee.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 441, § 2, eff. Sept. 1, 2001.

§ 395.077. Appeals

(a) A person who has exhausted all administrative remedies within the political subdivision and who is aggrieved by a final decision is entitled to trial de novo under this chapter.

(b) A suit to contest an impact fee must be filed within 90 days after the date of adoption of the ordinance, order, or resolution establishing the impact fee.

(c) Except for roadway facilities, a person who has paid an impact fee or an owner of property on which an impact fee has been paid is entitled to specific performance of the services by the political subdivision for which the fee was paid.

(d) This section does not require construction of a specific facility to provide the services.

(e) Any suit must be filed in the county in which the major part of the land area of the political subdivision is located. A successful litigant shall be entitled to recover reasonable attorney's fees and court costs.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.078. Substantial Compliance With Notice Requirements

An impact fee may not be held invalid because the public notice requirements were not complied with if compliance was substantial and in good faith.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

§ 395.079. Impact Fee for Storm Water, Drainage, and Flood Control in Populous County

(a) Any county that has a population of 3.3 million or more or that borders a county with a population of 3.3 million or more, and any district or authority created under Article XVI, Section 59, of the Texas Constitution within any such county that is authorized to provide storm water, drainage, and flood control facilities, is authorized to impose impact fees to provide storm water, drainage, and flood control improvements necessary to accommodate new development.

(b) The imposition of impact fees authorized by Subsection (a) is exempt from the requirements of Sections 395.025, 395.052-395.057, and 395.074 unless the political subdivision proposes to increase the impact fee.

(c) Any political subdivision described by Subsection (a) is authorized to pledge or otherwise contractually obligate all or part of the impact fees to the payment of principal and interest on bonds, notes, or other obligations issued or incurred by or on behalf of the political subdivision and to the payment of any other contractual obligations.

(d) An impact fee adopted by a political subdivision under Subsection (a) may not be reduced if:

(1) the political subdivision has pledged or otherwise contractually obligated all or part of the impact fees to the payment of principal and interest on bonds, notes, or other obligations issued by or on behalf of the political subdivision; and

(2) the political subdivision agrees in the pledge or contract not to reduce the impact fees during the term of the bonds, notes, or other contractual obligations.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989.

Amended by Acts 2001, 77th Leg., ch. 669, § 107, eff. Sept. 1, 2001.

§ 395.080. Chapter Not Applicable to Certain Water-Related Special Districts

(a) This chapter does not apply to impact fees, charges, fees, assessments, or contributions:

(1) paid by or charged to a district created under Article XVI, Section 59, of the Texas Constitution to another district created under that constitutional provision if both districts are required by law to obtain approval of their bonds by the Texas Natural Resource Conservation Commission; or

(2) charged by an entity if the impact fees, charges, fees, assessments, or contributions are approved by the Texas Natural Resource Conservation Commission.

(b) Any district created under Article XVI, Section 59, or Article III, Section 52, of the Texas Constitution may petition the Texas Natural Resource Conservation Commission for approval of any proposed impact fees, charges, fees, assessments, or contributions. The commission shall adopt rules for reviewing the petition and may charge the petitioner fees adequate to cover the cost of processing and considering the petition. The rules shall require notice substantially the same as that required by this chapter for the adoption of impact fees and shall afford opportunity for all affected parties to participate.

Added by Acts 1989, 71st Leg., ch. 1, § 82(a), eff. Aug. 28, 1989. Amended by Acts 1995, 74th Leg., ch. 76, § 11.257, eff. Sept. 1, 1995.

§ 395.081. Fees for Adjoining Landowners in Certain Municipalities

(a) This section applies only to a municipality with a population of 105,000 or less that constitutes more than three-fourths of the population of the county in which the majority of the area of the municipality is located.

(b) A municipality that has not adopted an impact fee under this chapter that is constructing a capital improvement, including sewer or waterline or drainage or roadway facilities, from the municipality to a development located within or outside the municipality's boundaries, in its discretion, may allow a landowner whose land adjoins the capital improvement or is within a specified distance from the capital improvement, as determined by the governing body of the municipality, to connect to the capital improvement if:

(1) the governing body of the municipality has adopted a finding under Subsection (c); and

(2) the landowner agrees to pay a proportional share of the cost of the capital improvement as determined by the governing body of the municipality and agreed to by the landowner.

(c) Before a municipality may allow a landowner to connect to a capital improvement under Subsection (b), the municipality shall adopt a finding that the municipality will benefit from allowing the landowner to connect to the capital improvement. The finding shall describe the benefit to be received by the municipality.

(d) A determination of the governing body of a municipality, or its officers or employees, under this section is a discretionary function of the municipality and the municipality and its officers or employees are not liable for a determination made under this section.

Added by Acts 1997, 75th Leg., ch. 1150, § 1, eff. June 19, 1997.

§ 395.082. Certification of Compliance Required

(a) A political subdivision that imposes an impact fee shall submit a written certification verifying compliance with this chapter to the attorney general each year not later than the last day of the political subdivision's fiscal year.

(b) The certification must be signed by the presiding officer of the governing body of a political subdivision and include a statement that reads substantially similar to the following: "This statement certifies compliance with Chapter 395, Local Government Code."

(c) A political subdivision that fails to submit a certification as required by this section is liable to the state for a civil penalty in an amount equal to 10 percent of the amount of the impact fees erroneously charged. The attorney general shall collect the civil penalty and deposit the amount collected to the credit of the housing trust fund.

Added by Acts 2001, 77th Leg., ch. 345, § 8, eff. Sept. 1, 2001.

APPENDIX B

Water System CIP

Planning Level Opinion of Probable Construction Cost (OPCC) Estimates

City of College Station



Draft Water CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

1

Project Name:

New and Replacement 12-Inch Rock Prairie Road Water Lines

Project Description:

This project includes the construction of a replacement 12-inch water line along Rock Prairie Road and a new 12-inch water line between Spanish Moss Drive and Pebble Creek Parkway.

Project Drivers:

This project is sized to serve projected buildout demands. The project will help reduce excessive headloss and will provide increased capacity for projected future developments.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" WL & Appurtenances	8,900	LF	\$ 150	\$ 1,335,000
2	Pavement Repair	300	LF	\$ 90	\$ 27,000
3	24" Boring and Casing	200	LF	\$ 528	\$ 105,600
SUBTOTAL:					\$ 1,467,600
CONTINGENCY				30%	\$ 440,300
SUBTOTAL:					\$ 1,907,900
ENG/SURVEY				20%	\$ 381,600
SUBTOTAL:					\$ 2,289,500
Estimated Project Total:					\$ 2,289,500

City of College Station



Draft Water CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

2

Project Name: **New 18-Inch Midtown Business Center Water Line**

Project Description:

This project includes the construction of a new 18-inch water line in Midtown Business Center.

Project Drivers:

This project will extend water service to projected future developments within the Midtown Business Center area. This project will also connect the existing water line along William D. Fitch Parkway to the recently constructed line along Creagor Lane, increasing connectivity and completing the loop.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	18" WL & Appurtenances	6,500	LF	\$ 225	\$ 1,462,500
2	30" Boring and Casing	500	LF	\$ 660	\$ 330,000
SUBTOTAL:					\$ 1,792,500
CONTINGENCY				30%	\$ 537,800
SUBTOTAL:					\$ 2,330,300
ENG/SURVEY				20%	\$ 466,100
SUBTOTAL:					\$ 2,796,400
Estimated Project Total:					\$ 2,796,400

City of College Station



Draft Water CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

3

Project Name: BioCorridor Water Line Improvements

Project Description:

This project includes the construction of new 12/18-inch water lines in the BioCorridor area from Harvey Mitchell Parkway to SH 47.

Project Drivers:

This project will extend water service to projected future developments within the BioCorridor area and will provide looping for the existing lines to help improve available fire flows.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" WL & Appurtenances	4,400	LF	\$ 150	\$ 660,000
2	18" WL & Appurtenances	3,500	LF	\$ 225	\$ 787,500
3	24" Boring and Casing	200	LF	\$ 528	\$ 105,600
4	30" Boring and Casing	200	LF	\$ 660	\$ 132,000
5	Pavement Repair	800	LF	\$ 90	\$ 72,000
				SUBTOTAL:	\$ 1,757,100
				CONTINGENCY	30%
					\$ 527,200
				SUBTOTAL:	\$ 2,284,300
				ENG/SURVEY	20%
					\$ 456,900
				SUBTOTAL:	\$ 2,741,200
Estimated Project Total:					\$ 2,741,200

City of College Station



Draft Water CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

4

Project Name: Water Supply Well No. 10

Project Description:

This project includes a new 3,300 gpm water supply well in the Simsboro aquifer with collection line.

Project Drivers:

This project will increase groundwater pumping capacity to serve future developments and meet the City's design criteria and TCEQ alternative capacity requirements.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	New 3,300 gpm Well	1	LS	\$ 7,838,000	\$ 7,838,000
2	30" WL & Appurtenances	11,000	LF	\$ 375	\$ 4,125,000
3	42" WL & Appurtenances	400	LF	\$ 900	\$ 360,000
				SUBTOTAL:	\$ 12,323,000
				CONTINGENCY	30%
					\$ 3,696,900
				SUBTOTAL:	\$ 16,019,900
				ENG/SURVEY	20%
					\$ 3,204,000
				SUBTOTAL:	\$ 19,223,900
Estimated Project Total:					\$ 19,223,900

City of College Station



Draft Water CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

5

Project Name: Harvey Mitchell Parkway Water Line Replacement

Project Description:

This project includes the construction of a new 30-inch water line along Harvey Mitchell Parkway from Wellborn Road to Welsh Avenue to replace the existing 24-inch water line.

Project Drivers:

This project will increase capacity and reduce excessive headloss in existing water lines that occur with increased water demand.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	30" WL & Appurtenances	4,800	LF	\$ 375	\$ 1,800,000
2	48" Boring and Casing	850	LF	\$ 1,056	\$ 897,600
3	Pavement Repair	200	LF	\$ 90	\$ 18,000
SUBTOTAL:					\$ 2,715,600
CONTINGENCY				30%	\$ 814,700
SUBTOTAL:					\$ 3,530,300
ENG/SURVEY				20%	\$ 706,100
SUBTOTAL:					\$ 4,236,400
Estimated Project Total:					\$ 4,236,400

APPENDIX C

Wastewater System CIP Planning Level Opinion of Probable Construction Cost (OPCC) Estimates

City of College Station



Draft Wastewater CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

1

Project Name: Replacement 15/18/24/30/36-inch Southwood Valley Interceptor Phase 1 and 2

Project Description:

This project includes the construction of replacement gravity lines from Arroyo Court North to the Phase 1 Southwood Valley Trunk Line.

Project Drivers:

The recommended lines are sized to convey projected peak wet weather buildout flows and will also alleviate the existing capacity limitations. The 15-inch line is sized to convey 1.3 MGD, the 18-inch is sized to convey 2.5 MGD, and the 24-inch is sized to convey 3.3 MGD of projected peak wet weather flow. The 30-inch is sized to convey 7.7 MGD and the 36-inch is sized to convey 8.2 MGD of projected buildout peak wet weather flow.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	15" Pipe 8- 16 feet deep	1,300	LF	\$ 225	\$ 292,500
2	18" Pipe 8- 16 feet deep	2,800	LF	\$ 270	\$ 756,000
3	24" Pipe 8- 16 feet deep	700	LF	\$ 360	\$ 252,000
4	30" Pipe 8- 16 feet deep	3,500	LF	\$ 450	\$ 1,575,000
5	36" Pipe 8- 16 feet deep	900	LF	\$ 540	\$ 486,000
6	60" Diameter Manhole (8-16 feet deep)	23	EA	\$ 22,000	\$ 506,000
7	72" Diameter Manhole (8 - 16 feet deep)	22	EA	\$ 24,000	\$ 528,000
8	Pavement Repair	1,500	LF	\$ 90	\$ 135,000
9	36" Boring and Casing	200	LF	\$ 792	\$ 158,400
SUBTOTAL:					\$ 4,688,900
CONTINGENCY				30%	\$ 1,406,700
SUBTOTAL:					\$ 6,095,600
ENG/SURVEY				20%	\$ 1,219,200
SUBTOTAL:					\$ 7,314,800
Estimated Project Total:					\$ 7,314,800

City of College Station



Draft Wastewater CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

2

Project Name: 18/21/24-Inch Bee Creek Trunk Line Phase 4

Project Description:

This project includes the construction of new 18, 21, and 24-inch gravity lines along Cain Road and Navarro Drive from Holleman Drive South to Harvey Mitchell Parkway.

Project Drivers:

The recommended lines are sized to convey projected peak wet weather buildout flows and will also help alleviate existing capacity limitations. The 18-inch line is sized to convey 1.2 MGD, the 21-inch is sized to convey 3.2 MGD, and the 24-inch is sized to convey 3.75 MGD of projected peak wet weather flow.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	18" Pipe 8- 16 feet deep	3,600	LF	\$ 270	\$ 972,000
2	21" Pipe 8- 16 feet deep	2,200	LF	\$ 315	\$ 693,000
3	24" Pipe 8- 16 feet deep	2,200	LF	\$ 360	\$ 792,000
4	60" Diameter Manhole (8-16 feet deep)	24	EA	\$ 22,000	\$ 528,000
5	Pavement Repair	2,500	LF	\$ 90	\$ 225,000
6	34" Boring and Casing	300	LF	\$ 748	\$ 224,400
SUBTOTAL:					\$ 3,434,400
CONTINGENCY				30%	\$ 1,030,400
SUBTOTAL:					\$ 4,464,800
ENG/SURVEY				20%	\$ 893,000
SUBTOTAL:					\$ 5,357,800
Estimated Project Total:					\$ 5,357,800

City of College Station



Draft Wastewater CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

3

Project Name: **18/21-Inch Alum Creek Sewer Trunk Line**

Project Description:

This project includes the construction of an 18-inch gravity line along Alum Creek that will replace the existing 12-inch gravity line.

Project Drivers:

The recommended line is sized to convey projected peak wet weather buildout flows of 2.3 MGD, including redirected flows from the Creek Meadows Lift Station.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	18" Pipe 8- 16 feet deep	12,500	LF	\$ 270	\$ 3,375,000
2	60" Diameter Manhole (8-16 feet deep)	45	EA	\$ 22,000	\$ 990,000
3	21" Pipe > 16 feet deep	6,300	LF	\$ 336	\$ 2,116,800
4	60" Diameter Manhole (16-24 feet deep)	6	EA	\$ 26,000	\$ 156,000
5	Pavement Repair	1,900	LF	\$ 90	\$ 171,000
SUBTOTAL:					\$ 7,138,800
CONTINGENCY				30%	\$ 2,141,700
SUBTOTAL:					\$ 9,280,500
ENG/SURVEY				20%	\$ 1,856,100
SUBTOTAL:					\$ 11,136,600
Estimated Project Total:					\$ 11,136,600

City of College Station



Draft Wastewater CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

4

Project Name: **Re-Route of 8-Inch Creek Meadows Force Main to Alum Creek Trunk Line**

Project Description:

This project includes the re-route of the Creek Meadows Lift Station force main to the proposed Alum Creek Trunk Line (Projects 7 and 8).

Project Drivers:

This project includes the construction of a new 8-inch force main from the Creek Meadows Lift Station to re-route the lift station flows to the proposed Alum Creek Trunk Line (Project 7 and 8). This project will decommission the existing 6-inch parallel force main associated with the Creek Meadows lift station and alleviate downstream capacity constraints.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	8" Force Main < 8 feet deep	10,900	LF	\$ 120	\$ 1,308,000
2	Pavement Repair	1,200	LF	\$ 90	\$ 108,000
3	18" Boring and Casing	500	LF	\$ 396	\$ 198,000
SUBTOTAL:					\$ 1,614,000
CONTINGENCY				30%	\$ 484,200
SUBTOTAL:					\$ 2,098,200
ENG/SURVEY				20%	\$ 419,700
SUBTOTAL:					\$ 2,517,900
Estimated Project Total:					\$ 2,517,900

City of College Station



Draft Wastewater CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

5

Project Name: Expand Lick Creek WWTP Capacity to 8 MGD

Project Description:

This project includes a 3.0 MGD expansion of the Lick Creek Wastewater Treatment Plant from 5.0 MGD to 8.0 MGD.

Project Drivers:

The recommended expansion is sized to treat projected average daily buildout flows in the treatment plant service area, including diverted flows from the Carters Creek Diversion Lift Station and flows from the Lift Station 3 service areas.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	3.0 MGD Lick Creek WWTP Expansion	1	LS	\$ 32,016,600	\$ 32,016,600
				SUBTOTAL:	\$ 32,016,600
			CONTINGENCY	30%	\$ 9,605,000
				SUBTOTAL:	\$ 41,621,600
			ENG/SURVEY	20%	\$ 8,324,400
				SUBTOTAL:	\$ 49,946,000
Estimated Project Total:					\$ 49,946,000

City of College Station



Draft Wastewater CIP - Opinion of Probable Construction Cost*

October 15, 2021

**Planning Level Cost in 2021 Dollars*

CIP Project Number:

6

Project Name: Replacement 21/24-Inch Harvey Road Replacement Gravity Line

Project Description:

This project includes the construction of a 21/24-inch gravity line along Harvey Road to the 42-Inch Northeast Interceptor to replace the existing 15/18-inch line.

Project Drivers:

The 21-inch line is sized to convey projected peak wet weather buildout flows of 4.1 MGD and the 24-inch line is sized to convey 5.4 MGD. These flows include projected buildout flows from the Eastside Service Area.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	21" Pipe 8- 16 feet deep	3,200	LF	\$ 315	\$ 1,008,000
2	24" Pipe 8- 16 feet deep	4,200	LF	\$ 360	\$ 1,512,000
3	60" Diameter Manhole (8-16 feet deep)	17	EA	\$ 22,000	\$ 374,000
4	Pavement Repair	1,100	LF	\$ 90	\$ 99,000
5	36" Boring and Casing	200	LF	\$ 792	\$ 158,400
				SUBTOTAL:	\$ 3,151,400
				CONTINGENCY	30%
					\$ 945,500
				SUBTOTAL:	\$ 4,096,900
				ENG/SURVEY	20%
					\$ 819,400
				SUBTOTAL:	\$ 4,916,300
Estimated Project Total:					\$ 4,916,300

APPENDIX D

Rate Credit Analysis

City of College Station
Draft Water and Wastewater Impact Fee Update Study
Impact Fee Eligible Water Projects Existing Bond Series

Project No.	Bond Issue and Project(s) Funded	Capital Cost	Capital Cost Financed	Projects % of Overall Bond Issue	% of Project that is Impact Fee Eligible	% of Bond Issue that is Impact Fee Eligible
	Series 2008 CO		\$3,616,000			75.0%
F	Land- Rowe & Allen	\$1,082,378	\$1,082,378	100%	75%	
	Series 2009 CO		\$7,862,000			95.0%
E	Land- Hanson South	\$1,048,633	\$1,048,633	100%	95%	
	Series 2012 CO		\$3,000,000			40.0%
A	High Service Pumping Improvements	\$3,647,228	\$3,000,000	100%	40%	
	Series 2014 CO		\$6,324,000			43.1%
C	Area 2 Waterline Extension	\$1,224,780	\$1,000,000	16%	25%	
D	Cooling Tower Expansion	\$3,840,099	\$3,300,000	52%	75%	
	Series 2016 CO		\$7,900,000			33.4%
F	Well #9 - PARTIAL	\$4,866,492	\$2,030,000	26%	75%	
F	Well #9 Collection Line - budget - PARTIAL	\$1,674,332	\$1,250,000	16%	75%	
P	SH 6 Water Line Connection Phase 1 - 24" SE of Creagor Lane - PARTIAL	\$482,160	\$300,000	4%	30%	
P	SH 6 Water Line Connection Phase 2 - PARTIAL	\$554,408	\$300,000	4%	30%	
	Series 2017 CO		\$8,420,000			32.6%
F	Well #9	\$4,866,492	\$2,836,492	34%	75%	
F	Well #9 Collection Line	\$1,674,332	\$424,332	5%	75%	
P	SH6 Water Line PH 1 (SH40 to Venture Dr)	\$482,160	\$182,160	2%	30%	
P	SH6 Water Line PH 2 (Creagor Ln to SH40)	\$554,408	\$254,408	3%	30%	
Q	SH6 Water Line PH 3 (Woodcreek to Sebesta)	\$3,050,000	\$550,000	7%	30%	
	Series 2018 CO		\$3,570,000			28.1%
R	RPR Elevated Storage Tank (Third Water Tower)	\$7,636,470	\$1,200,000	34%	30%	
G	Midtown Water Line Project	\$995,864	\$920,000	26%	70%	
	Series 2019 CO		\$13,006,000			12.8%
Q	SH6 Water Line PH 3 (Woodcreek to Sebesta)	\$3,050,000	\$790,000	6%	30%	
F	SH6 Water Line PH 3A	\$233,365	\$233,365	2%	30%	
R	RPR Elevated Storage Tank (Third Water Tower)	\$7,636,470	\$284,000 \$4,250,000	35%	30%	
	Series 2020 CO		\$2,960,000			6.2%
Q	SH6 Water Line PH 3 (Woodcreek to Sebesta)	\$3,050,000	\$610,000	21%	30%	
	Series 2021 CO		\$8,840,000			16.7%
Q	SH6 Water Line PH 3 (Woodcreek to Sebesta)	\$3,050,000	\$800,000	9%	30%	
R	RPR Elevated Storage Tank (Third Water Tower)	\$7,636,470	\$2,500,000	28%	30%	
S	SH40 Water Line (Graham to Barron)	\$3,095,650	\$500,000	6%	65%	
S	SH40 Water Line (Sonoma to Victoria)	\$1,087,823	\$250,000	3%	65%	

City of College Station
Draft Water and Wastewater Impact Fee Update Study
Impact Fee Eligible Water Projects Existing Bond Series

Project No.	Bond Issue and Project(s) Funded	Capital Cost	Capital Cost Financed	Projects % of Overall Bond Issue	% of Project that is Impact Fee Eligible	% of Bond Issue that is Impact Fee Eligible
	Series 2011 CO		\$3,064,000			10.0%
A	Royder/Live Oak Sewer Service - PARTIAL	\$1,575,000	\$75,000	100.0%	10%	
	Series 2012 CO		\$5,835,000			30.0%
A	Royder/Live Oak Sewer Service - PARTIAL	See Series 2011 CO	\$500,000	100.0%	10%	
B	Bee Creek Interceptor Phase 1 - PARTIAL	\$3,600,939	\$550,000	100.0%	20%	
	Series 2013 CO		\$2,065,000			19.4%
B	Bee Creek Interceptor Phase 1 - PARTIAL	See Series 2012 CO	\$2,000,000	96.9%	20%	
	Series 2014 CO		\$11,400,000			11.3%
B	Bee Creek Interceptor Phase 1 - PARTIAL	See Series 2012 CO	\$1,050,939	9.2%	20%	
B	54/60-inch Bee Creek Interceptor Phase 2 - PARTIAL	\$4,871,482	\$4,871,482	42.7%	20%	
A	Royder/Live Oak Sewer Service - PARTIAL	\$1,000,000	\$1,000,000	8.8%	10%	
	Series 2017 CO		\$5,000,000			90.0%
N	Lick Creek WWTP Expansion	\$39,014,049	\$5,000,000	100.0%	90%	
	Series 2018 CO		\$10,000,000			17.1%
C	Lick Creek Trunkline	\$14,020,058	\$2,647,000	26.5%	35%	
E	Northeast Sewer Trunkline PH 2	\$2,797,362	\$500,000	5.0%	15%	
L	Northeast Sewer Trunkline PH 3	\$5,900,000	\$500,000	5.0%	20%	
D	Medical District Trunkline PH 1	\$1,770,375	\$1,750,000	17.5%	35%	
	Series 2019 CO		\$23,906,000			45.6%
N	Lick Creek WWTP Expansion	\$39,014,049	\$8,843,000	37.0%	90%	
M	Carters Creek Diversion Lift Station	\$15,900,000	\$2,340,000	9.8%	75%	
C	Lick Creek Trunkline	\$14,020,058	\$1,303,000	5.5%	35%	
F	Southwood Valley Trunkline	\$1,518,488	\$1,479,000	6.2%	5%	
J	Bee Creek Parallel Trunkline PH 3	\$3,900,000	\$800,000	3.3%	20%	
E	Northeast Sewer Trunkline PH 2	\$2,797,362	\$1,370,000	5.7%	15%	
L	Northeast Sewer Trunkline PH 3	\$5,900,000	\$568,000	2.4%	20%	
L	Northeast Sewer Trunkline PH 4	\$7,961,000	\$900,000	3.8%	20%	
	Series 2020 CO		\$18,115,000			49.8%
N	Lick Creek WWTP Expansion	\$39,014,049	\$6,200,000	34.2%	90%	
C	Lick Creek Trunkline	\$14,020,058	\$8,850,000	48.9%	35%	
E	Northeast Sewer Trunkline PH 2	\$2,797,362	\$927,362	5.1%	15%	
L	Northeast Sewer Trunkline PH 3	\$5,900,000	\$1,035,000	5.7%	20%	
F	Southwood Valley Trunkline	\$1,518,488	\$39,488	0.2%	5%	
	Series 2021 CO		\$11,650,000			59.7%
M	Carters Creek Diversion Lift Station	\$15,900,000	\$500,000	4.3%	75%	
N	Lick Creek WWTP Expansion	\$39,014,049	\$6,500,000	55.8%	90%	
C	Lick Creek Trunkline	\$14,020,058	\$650,000	5.6%	35%	
L	Northeast Sewer Trunkline PH 3	\$5,900,000	\$2,000,000	17.2%	20%	
K	Medical District Trunkline PH 2	\$2,000,000	\$500,000	4.3%	10%	
K	Medical District Trunkline PH 3	\$1,250,000	\$500,000	4.3%	10%	

City of College Station
Draft Water and Wastewater Impact Fee Update Study
Impact Fee Eligible Water Projects Existing Bond Series

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Water Impact Fee Eligible Interest + Principle for 10-Year Period	\$2,419,109	\$2,436,371	\$2,448,920	\$2,470,189	\$2,467,465	\$2,428,298	\$1,706,018	\$1,249,011	\$862,535	\$862,383
Total Impact Fee Eligible LUEs Each Year	57,184	58,589	59,993	61,398	62,802	64,206	65,611	67,015	68,420	69,824
Cost per LUE	\$42	\$42	\$41	\$40	\$39	\$38	\$26	\$19	\$13	\$12
Cumulative LUEs in 10-Year Period	1,404	2,809	4,213	5,618	7,022	8,426	9,831	11,235	12,640	14,044
Portion Paid by Growth in 10-Year Period	\$59,411	\$116,802	\$171,983	\$226,011	\$275,892	\$318,688	\$255,621	\$209,399	\$159,342	\$173,455
Total Credit	\$1,966,603									

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Wastewater Impact Fee Eligible Interest + Principle for 10-Year Period	\$2,461,192	\$2,464,801	\$2,450,934	\$2,366,322	\$2,365,681	\$2,365,725	\$2,371,099	\$2,369,629	\$2,372,931	\$2,360,225
Total Impact Fee Eligible LUEs Each Year	59,714	61,004	62,295	63,585	64,876	66,166	67,457	68,747	70,038	71,328
Cost per LUE	\$41.22	\$40.40	\$39.34	\$37.22	\$36.46	\$35.75	\$35.15	\$34.47	\$33.88	\$33.09
Cumulative LUEs in 10-Year Period	1,291	2,581	3,872	5,162	6,453	7,743	9,034	10,324	11,615	12,905
Portion Paid by Growth in 10-Year Period	\$53,190	\$104,283	\$152,321	\$192,104	\$235,290	\$276,846	\$317,528	\$355,856	\$393,509	\$427,023
Total Credit	\$2,507,952									

APPENDIX E

IFAC and Public Hearing Presentations *(To be added after public hearing)*

APPENDIX F

Adopted Ordinance

(To be added after adoption of ordinance)

COLLEGE STATION, TEXAS ROADWAY IMPACT FEE UPDATE



November
2021

Prepared for the City of College Station

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1. EXECUTIVE SUMMARY

This study was performed to update the City of College Station's Roadway Impact Fees. Roadway Impact Fees were last performed in 2016. The state's impact fee law (CH 395) requires that municipalities with Impact Fee Programs update their impact fee studies every five years. The implementation of impact fees allows the City to shift a portion of the burden of paying for new facilities onto new development. System improvements necessary to serve 10-year (2031) and ultimate system needs were evaluated. Typically, infrastructure improvements are sized beyond the 10-year requirements; however, Chapter 395 only allows recovery of costs to serve the 10-year planning period. The remainder can be assessed as the planning window extends beyond 2031 and as the impact fees are updated in the future.

Elements of the Roadway system, including new roads, widening projects, and intersections were evaluated based on the City's Thoroughfare Plan, as explained in the Capital Improvement Plan (CIP) section of this report. Based on the City's 10-year growth projections and the associated demand (consumption) values, the table below shows the additional vehicle-miles that will be generated by new development by the year 2031:

Service Area	A	B	C	D
2021-2031 Growth (Veh-Miles)	18,125	15,945	12,076	16,625

In order to provide the capacity needed to accommodate the projected increase in vehicle-miles, the Roadway Impact Fee CIP was developed. A credit for the portion of ad valorem taxes projected to be generated by the new service units is added to the CIP cost according to Chapter 395 requirements. The cost of the Roadway Impact Fee CIP in each service area (attributable to growth) is shown in the table below:

Service Area	A	B	C	D
Cost of the CIP Attributable to Growth	\$9,388,254	\$20,859,844	\$26,639,782	\$59,527,697

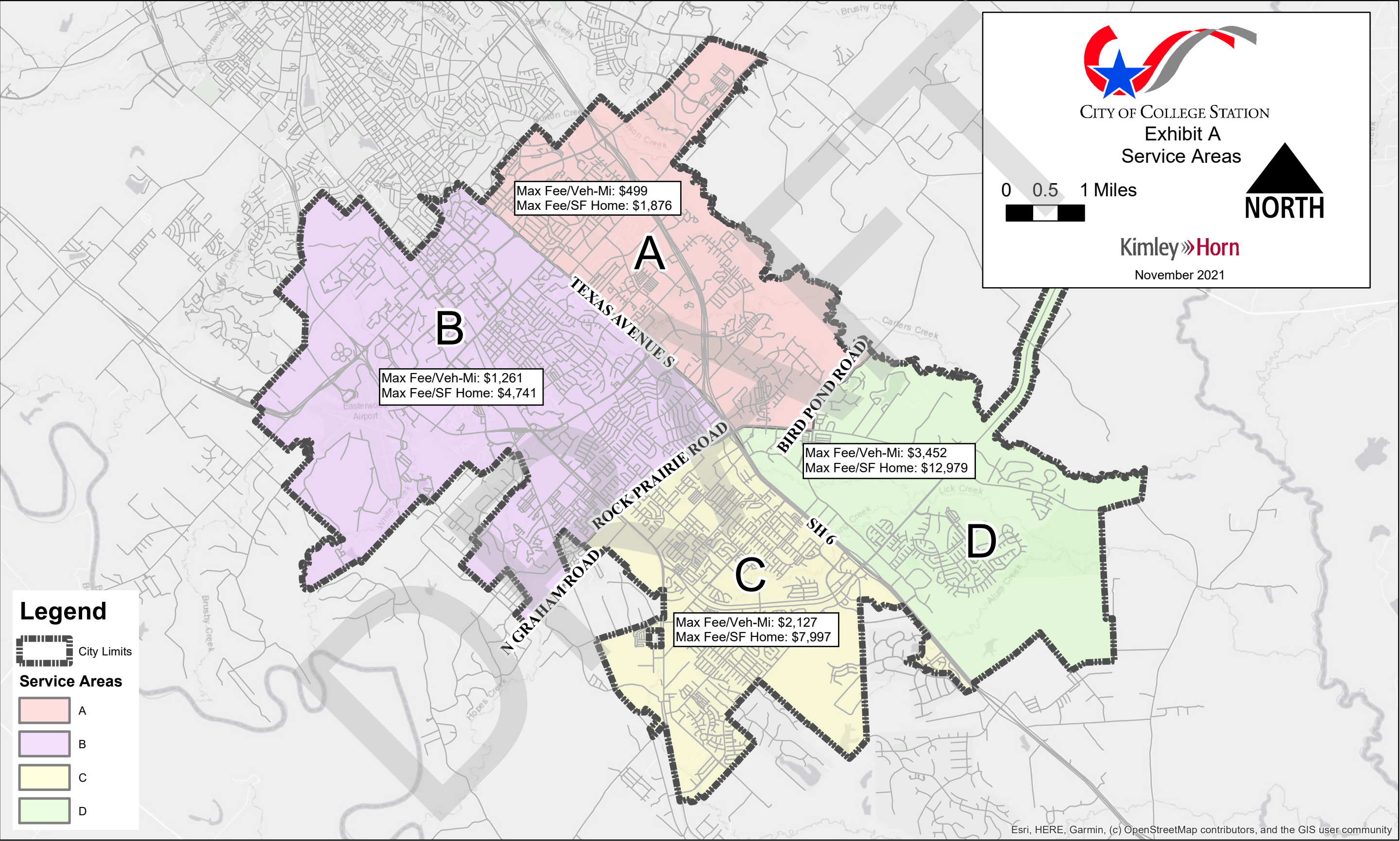
The maximum assessable fee is then calculated by dividing the recoverable cost of the CIP by the growth in vehicle-miles in each service area. Based on the additional service units and the recoverable cost of the CIP, (with credit for ad valorem taxes), the Maximum Fees the City may assess per service unit and per single-family home are shown below:

Service Area	A	B	C	D
2021 Maximum Assessable Fee Per Service Unit (\$/Veh-Mi)	\$499	\$1,261	\$2,127	\$3,452
2021 Maximum Assessable Fee Per Single-Family Home (1 Single-Family Home = 3.76 Veh-Mi)	\$1,876	\$4,741	\$7,997	\$12,979

The 2021 maximum assessable fees are less than those in the former 2016 Roadway Impact Fee Study for Service Areas A, C, and D, and the maximum assessable fee for Service Area B has increased. The 2016 Roadway Impact Fee Study results are shown below:

Service Area	A	B	C	D
2016 Maximum Assessable Fee Per Service Unit (\$/Veh-Mi)	\$1,061	\$1,072	\$2,556	\$4,004
2016 Maximum Assessable Fee Per Single-Family Home (1 Single-Family Home = 4.00 Veh-Mi)	\$4,244	\$4,288	\$10,224	\$16,016

The maximum impact fee per vehicle mile and maximum impact fee per single-family home in each service area are shown in Exhibit A.



2. INTRODUCTION

Chapter 395 of the Texas Local Government Code describes the procedure Texas cities must follow in order to create and implement impact fees. Chapter 395 defines an Impact Fee as “a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development.”

The City has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2021 update of their Roadway Impact Fees. This report includes details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the Roadway Impact Fee Capital Improvement Plan, and the Land Use/Vehicle-Mile Equivalency Table.

This report introduces and references two of the basic inputs to the Roadway Impact Fee:

1. Land Use Assumptions (Pg. 6)
2. Capital Improvement Plan (CIP) (Pg. 12)

Information from the Land Use Assumptions and CIP is used extensively throughout the remainder of the report.

This report consists of a detailed discussion of the methodology for the computation of impact fees and is broken into three components:

1. Methodology for Roadway Impact Fees (Pg. 19)
2. Roadway Impact Fee Calculation (Pg. 38)
3. Plan for Financing and the Ad Valorem Tax Credit (Pg. 40)

The components of the Methodology for Roadway Impact Fees include development of:

- Service Areas
- Service Units
- Cost Per Service Unit
- Cost of the CIP
- Service Unit Calculation

The components of the Roadway Impact Fee Calculation include:

- Maximum Assessable Impact Fee Per Service Unit
- Service Unit Demand Per Unit of Development

This report also includes a section concerning the Plan for Financing and the Ad Valorem Tax Credit. This involves the calculation of the applicable credit required by law to offset the City's use of ad valorem taxes to help fund the CIP. This plan, prepared by Eddie Peacock, CPA, and upon which we relied, details the maximum assessable impact fee per service unit the City of College Station may apply under Chapter 395 of the Texas Local Government Code.

The final section of the report is the Conclusion, which presents the findings of the update analysis and summarizes the report.

3. ROADWAY IMPACT FEE CALCULATION INPUTS

A. LAND USE ASSUMPTIONS

Purpose

Impact Fees are a mechanism for funding the public infrastructure necessitated by growth. In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development growth creating new infrastructure needs. In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment growth projections within a municipality. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and development in the service area. The land use assumptions are then used in determining the need and timing of transportation improvements to serve future development.

The section documents the process used to develop the Land Use Assumptions for the City of College Station Impact Fee study. In accordance with Chapter 395 of the Texas Local Government Code, street impact fees must be calculated based on reasonable expectations of residential and employment growth within the next ten years (2021 – 2031). The following resources provided the information required to complete the Land Use Assumptions:

- Detailed historical building permit data
- Projected new developments and focus areas data
- Currently platted developments
- College Station Future Land Use Plan / Comprehensive Plan
- City of College Station Staff

Components of the Land Use Assumptions Chapter

The Land Use Assumptions include the following components:

1. Impact Fee Study Service Areas - Explanation of the divisions of College Station into service areas for roadway service areas.

2. Land Use Assumptions Methodology - An overview of the general methodology used to generate the land use assumptions.
3. Ten-Year Growth Assumptions - Walk-through of the growth projections for 2021-2031.

Impact Fee Study Service Areas

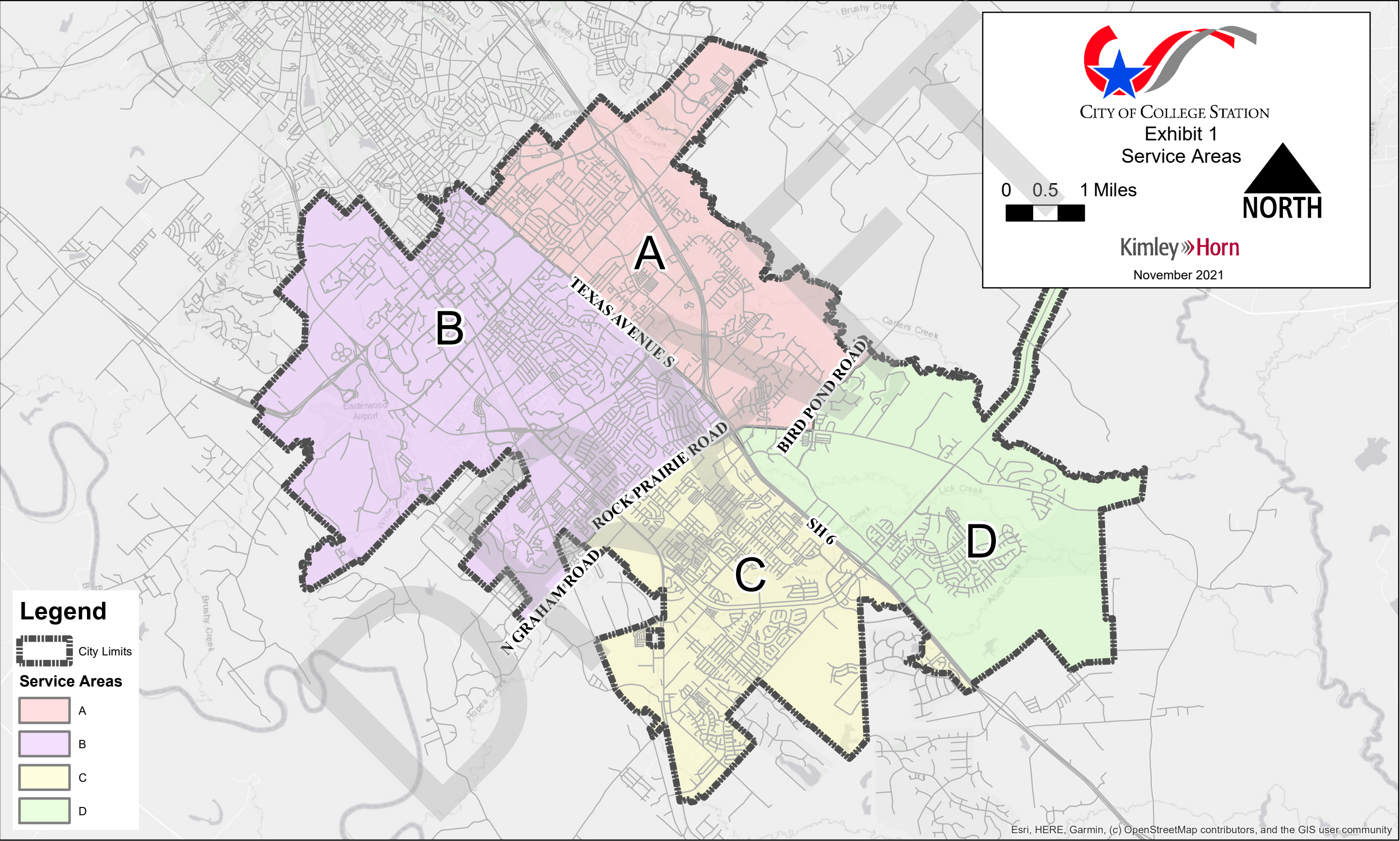
Service Area Definition

According to Chapter 395 of the Local Government Code, a Service Area refers to the area within the corporate boundaries or extraterritorial jurisdiction of the political subdivision to be served by the capital improvement or facilities specified in the Capital Improvement Plan. Funds collected in the specific service areas must be spent in the service area collected. Chapter 395 specifies that “the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles.” This resulted in the creation of four (4) service areas in the City of College Station. There is no change from the initial establishment of the service areas in the 2016 study except for minor changes due to City Limit modifications.

Roadway Impact Fee Service Areas

The geographic boundaries of the four (4) impact fee service areas for roadway facilities are shown in Exhibit 1. For roadway facilities, the service areas are limited to those areas within the current corporate limits. Therefore, areas within the extraterritorial jurisdiction (ETJ) are excluded from this study.

The service areas east/west boundary is Texas Avenue, while a combination of Rock Prairie Road, North Graham Road, and Bird Pond Road compose the north/south boundaries. At locations where service area boundaries follow a thoroughfare facility, the proposed boundary is intended to follow the centerline of the roadway. In cases where a service area boundary follows the City Limits, only those portions of the facility within the City Limits area are included in the service area.



Land Use Assumptions Methodology

The following factors were considered in developing the residential and employment projections:

- Character, type, density, location and quantity of existing development;
- Growth trends;
- Location of vacant land;
- Future Land Use Map and Growth Areas;
- Physical restrictions (i.e. flood plains); and
- Planned development data.

The residential and employment estimates were all compiled in accordance with the following categories:

Residential Units - Number of residential dwelling units, including single-family and multi-family

Employment - Square feet of building area based on three (3) different classifications. Each classification has unique trip making characteristics.

Basic - Land use activities that produce goods and services, including those that are exported outside the local economy (i.e. manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses)

Service - Land use activities which provide personal and professional services such as government and other professional offices

Retail - Land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented toward the household sector (i.e. grocery stores and restaurants)

The above categories in the Land Use Assumptions match those used to develop the City's travel demand modeling and are the broader land use categories that are used in the development of the assumptions for impact fees. In the calculation of the specific Roadway Impact Fee, a more specific and expanded classification based on the Institute of Transportation Engineers (ITE) Trip Generation Manual will be utilized.

Growth projections for the next 10 years (2021 – 2031) for the City of College Station were established using three data sources: known residential developments, specific focus areas, and other City-identified infill growth areas.

Known Residential Developments

The City provided existing data for known residential developments that was used to project for residential needs.

Specific Focus Areas

Four (4) focus areas of growth are projected to experience growth from 2021 – 2031 and based on information from the City detailed growth projects were developed. These four areas included University Drive East in Service Area A, Northgate and BioCorridor in Service Area B, and Midtown in Service Area D.

City-Identified Infill Growth Areas

The City-identified infill growth areas consist of many locations, varying in size and land use of vacant land that would be infilled. Different land use densities or floor area ratios were applied based on the land use classification of each development identified in the Future Land Use Plan.

10-Year Growth Assumptions

Table 1 summarizes the growth projections by service area.

Table 1. Residential and Employment Land Use Assumptions Growth Projections (2021-2031)

Service Area	Single-Family (Units)	Multi-Family (Units)	Basic (Sq. Ft.)	Service (Sq. Ft.)	Retail (Sq. Ft.)
SA A	410	2,038	-	1,174,000	1,480,000
SA B	429	1,937	350,000	1,063,000	953,000
SA C	1,824	127	-	506,000	469,000
SA D	693	751	984,000	1,089,000	895,000
Total	3,356	4,853	1,334,000	3,832,000	3,797,000

For comparison purposes, College Station had 12,774 units of residential growth (single-family and multi-family) and approximately 8,000,000 square feet of employment growth (basic, service, and retail) from 2011 – 2020. College Station experienced record growth during this time period. Based on the next ten-year growth projections within College Station City Limits, residential growth is projected to slow but employment is consistent.

B. CAPITAL IMPROVEMENT PLAN

The City has identified the transportation projects needed to accommodate the projected growth within the City. The Capital Improvement Plan (CIP) for Roadway Impact Fees is made up of:

- Recently completed projects with excess capacity available to serve new growth (previous bond projects);
- Projects currently under construction; and
- Selection of growth necessitated projects part of the City's Thoroughfare Plan.

The CIP includes thoroughfare roadway facilities as well as intersection improvements. All thoroughfare facilities are part of the Thoroughfare Plan per the proposed 2021 Comprehensive Plan. Minor collectors are not identified as impact fee eligible projects because these facilities are intended to primarily serve specific developments and not serve regional transportation purposes.

The CIP for the 2021 Roadway Impact Fee Update is listed in Tables 2-5 and mapped in Exhibits 2-5. The table shows the length of each project as well as the facility's Thoroughfare Plan classification. The CIP was developed in conjunction with input from City of College Station staff and represents those projects that will be needed to offset the transportation demands generated by the growth projected in Table 1.

Table 2. Capital Improvement Plan for Roadway Impact Fees - Service Area A

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
A	A-1	4 LANE MINOR ARTERIAL	GEORGE BUSH DRIVE E	DOMINIK DRIVE TO HARVEY ROAD	0.29	100%
	A-2	2 LANE MAJOR COLLECTOR	LASSIE LANE	STERLING STREET TO MANUEL DRIVE	0.06	100%
	A-3	2 LANE MAJOR COLLECTOR	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S TO TEXAS AVENUE S	0.42	100%
	A-4	4 LANE MAJOR ARTERIAL - TxDOT	HARVEY ROAD	SH 6 NBFR TO BOONVILLE ROAD	2.29	100%
	A-5, D-1	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	50%
	1		UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL			100%
	2		HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET			100%
	3		TEXAS AVENUE S AND BROTHERS BOULEVARD			50%

Table 3. Capital Improvement Plan for Roadway Impact Fees - Service Area B

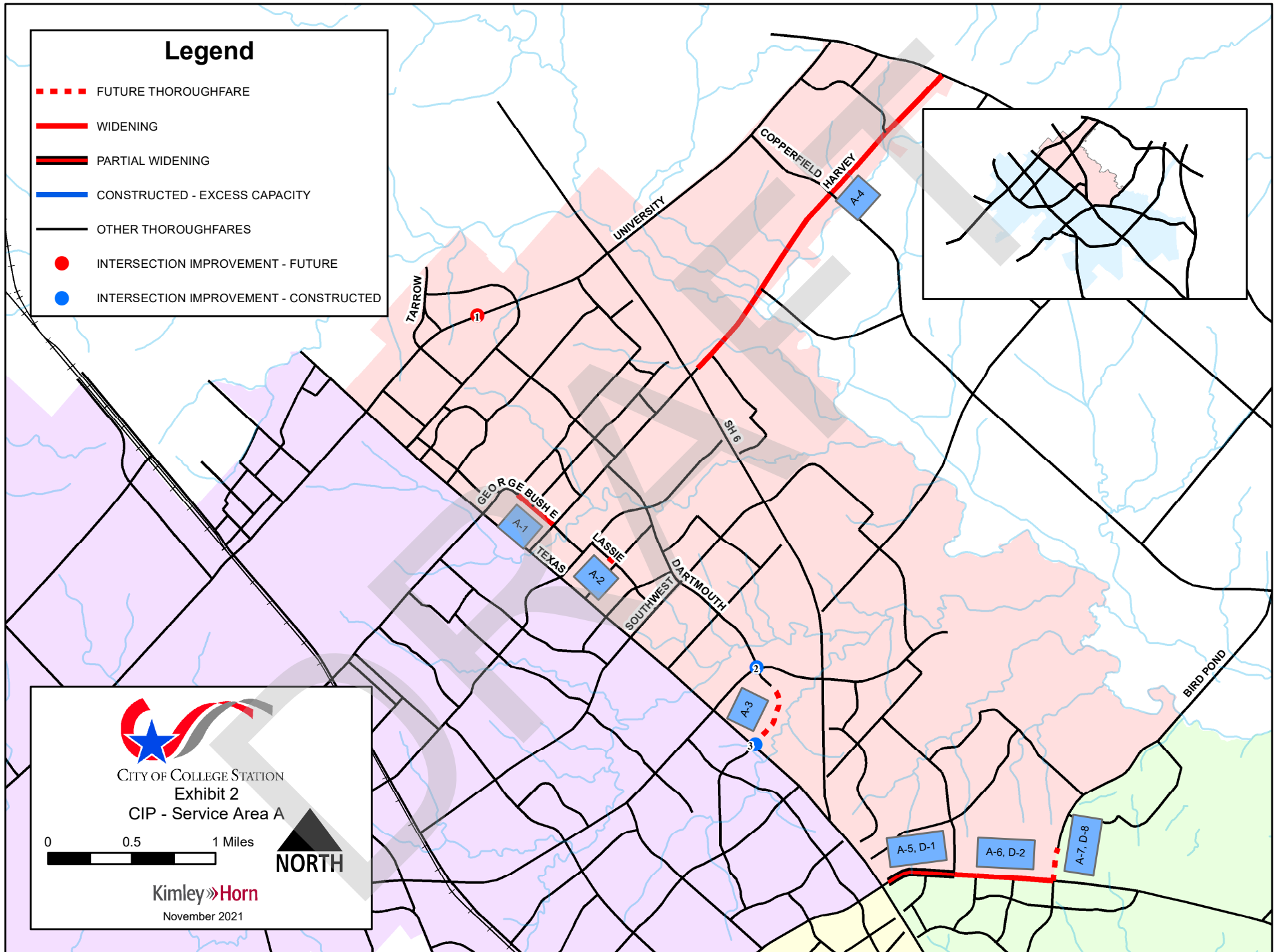
Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
B	B-1	4 LANE MINOR ARTERIAL	F & B ROAD	160' E OF TURKEY CREEK ROAD TO HARVEY MITCHELL PARKWAY S	0.49	100%
	B-2	4 LANE MINOR ARTERIAL (1/2)	LUTHER STREET W	HARVEY MITCHELL PARKWAY TO JONES BUTLER ROAD	0.68	100%
	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	50%
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	50%
	B-5	2 LANE MAJOR COLLECTOR	TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR TO RAYMOND STOTZER PARKWAY WBFR	0.53	100%
	B-6	6 LANE MAJOR ARTERIAL - TxDOT	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY TO WELLBORN ROAD	2.62	100%
	B-7	4 LANE MINOR ARTERIAL	PENBERTHY ROAD	GEORGE BUSH DRIVE TO LUTHER STREET W	0.40	100%
	B-8	6 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	GEORGE BUSH DRIVE TO 940' N OF HARVEY MITCHELL PARKWAY S	1.23	100%
	B-9	2 LANE MAJOR COLLECTOR	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S TO HOLLEMAN DRIVE S	0.22	100%
	B-10	4 LANE MINOR ARTERIAL	HOLLEMAN DRIVE S	N DOWLING ROAD TO 290' S OF ROCK PRAIRIE ROAD W	1.62	100%
	3		TEXAS AVENUE S AND BROTHERS BOULEVARD			50%
	4		WELLBORN ROAD AND GEORGE BUSH DRIVE			100%
	5		WELLBORN ROAD AND HOLLEMAN DRIVE			100%
	6		WELLBORN ROAD AND DEACON DRIVE			100%
	7		HOLLEMAN DRIVE W AND JONES BUTLER ROAD			100%
	8		LONGMIRE DRIVE AND PONDEROSA DRIVE			100%

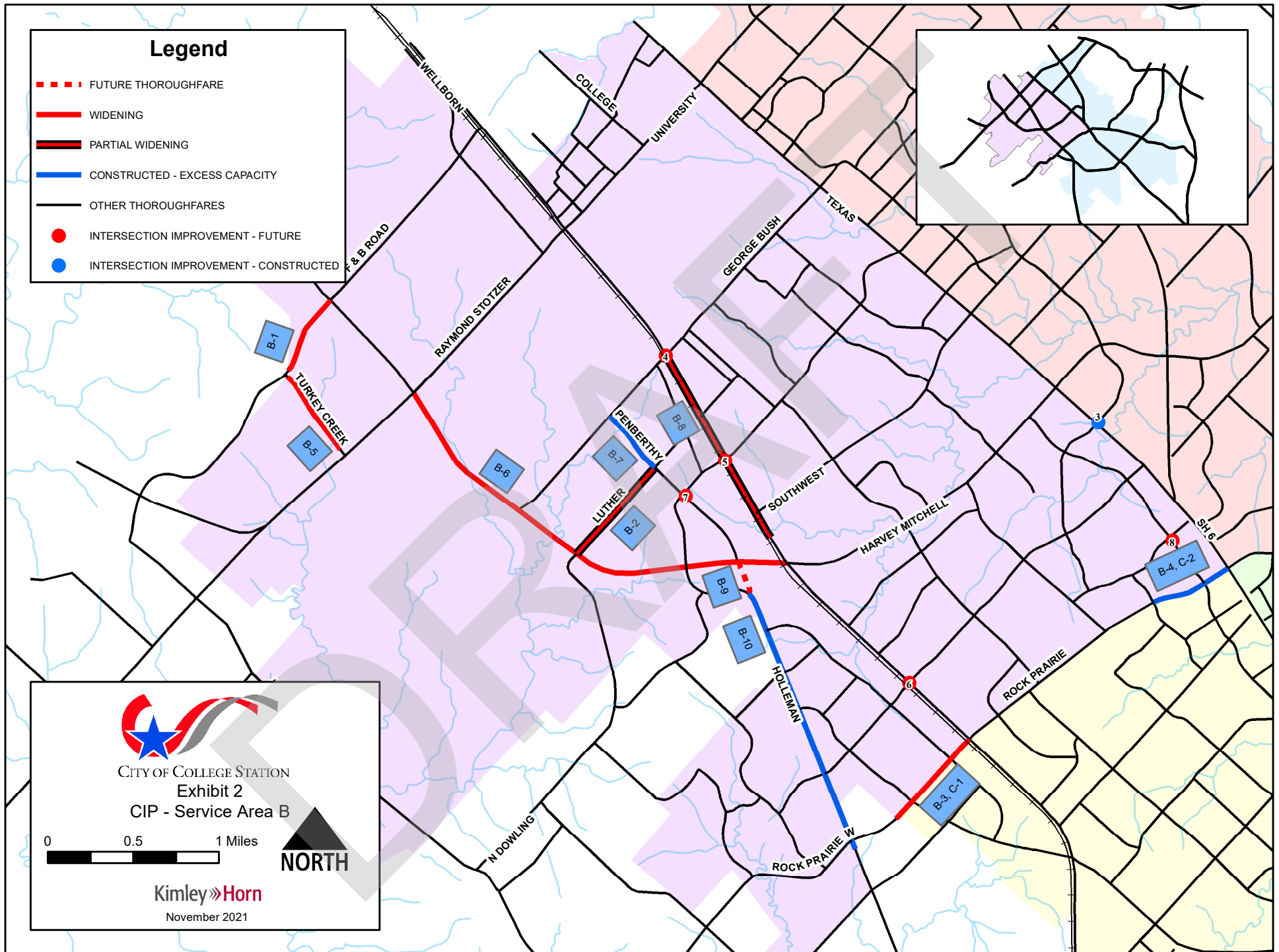
Table 4. Capital Improvement Plan for Roadway Impact Fees - Service Area C

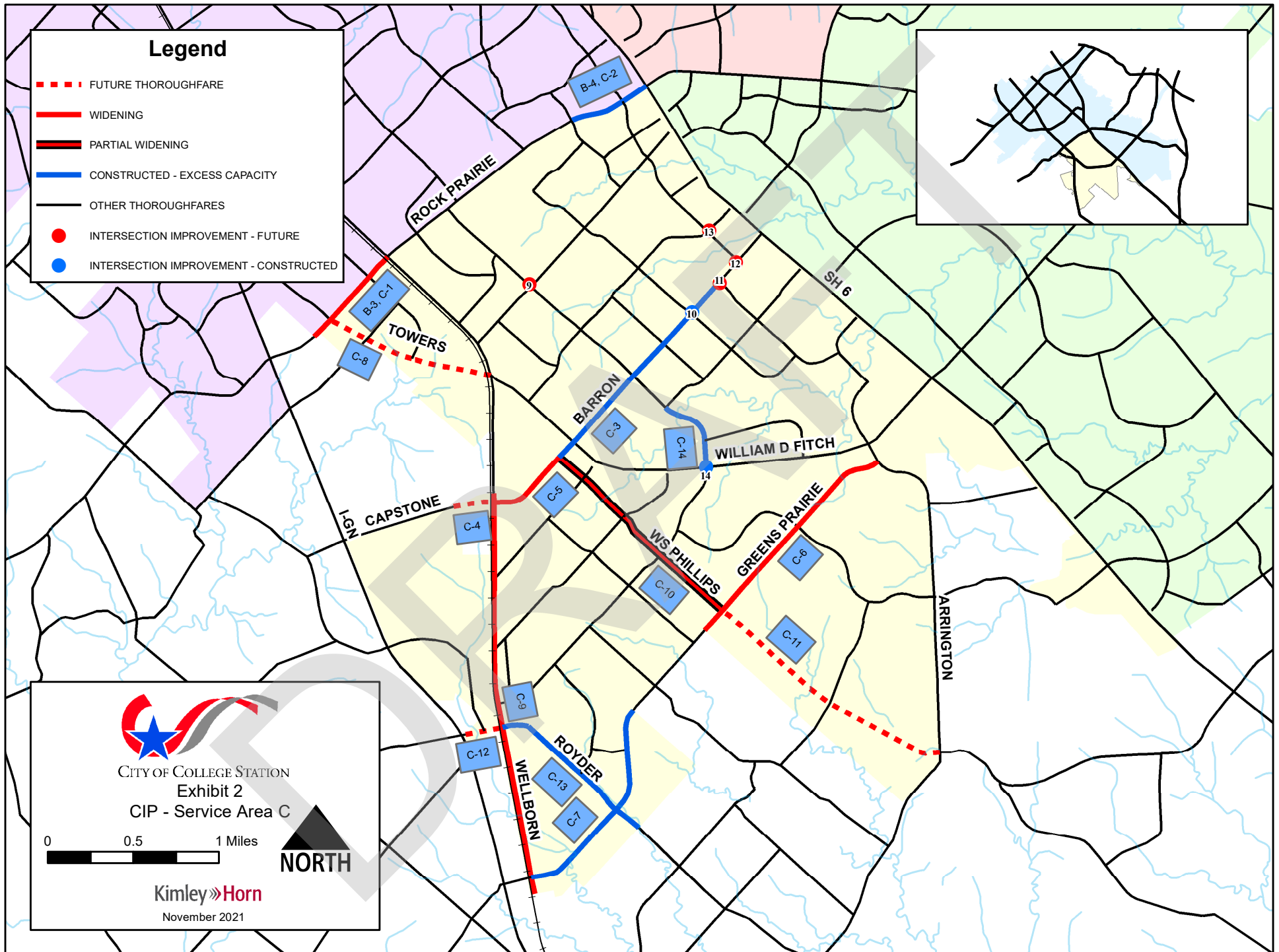
Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
C	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	50%
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	50%
	C-3	4 LANE MINOR ARTERIAL	BARRON ROAD	WS PHILLIPS PARKWAY TO DECATUR DRIVE	1.39	100%
	C-4	4 LANE MINOR ARTERIAL	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD TO WELLBORN ROAD	0.24	100%
	C-5	4 LANE MINOR ARTERIAL	BARRON ROAD	WELLBORN ROAD TO WS PHILLIPS PARKWAY	0.49	100%
	C-6	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY TO ARRINGTON ROAD	1.43	100%
	C-7	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	WELLBORN ROAD TO 1290' E OF CREEK MEADOW BOULEVARD N	1.27	100%
	C-8	4 LANE MAJOR ARTERIAL	TOWERS PARKWAY	ROCK PRAIRIE ROAD W TO WELLBORN ROAD	1.00	100%
	C-9	4 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	CAPSTONE DRIVE TO 540' S OF GREENS PRAIRIE ROAD	2.36	100%
	C-10	4 LANE MINOR ARTERIAL (1/2)	WS PHILLIPS PARKWAY	BARRON ROAD TO GREENS PRAIRIE ROAD	1.31	100%
	C-11	4 LANE MINOR ARTERIAL (50%)	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD TO ARRINGTON ROAD	1.55	100%
	C-12	4 LANE MINOR ARTERIAL (50%)	ROYDER ROAD EXTENSION	I-GN ROAD TO WELLBORN ROAD	0.22	100%
	C-13	4 LANE MINOR ARTERIAL	ROYDER ROAD	WELLBORN ROAD TO 885' S OF GREENS PRAIRIE ROAD	1.03	100%
	C-14	2 LANE MAJOR COLLECTOR	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE TO WILLIAM D. FITCH PARKWAY	0.48	100%
	9		GRAHAM ROAD AND VICTORIA AVENUE			100%
	10		BARRON ROAD AND ALEXANDRIA AVENUE			100%
	11		BARRON ROAD AND DECATUR DRIVE			100%
	12		BARRON ROAD AND LONGMIRE DRIVE			100%
	13		LONGMIRE DRIVE AND EAGLE AVENUE			100%
	14		WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL			100%

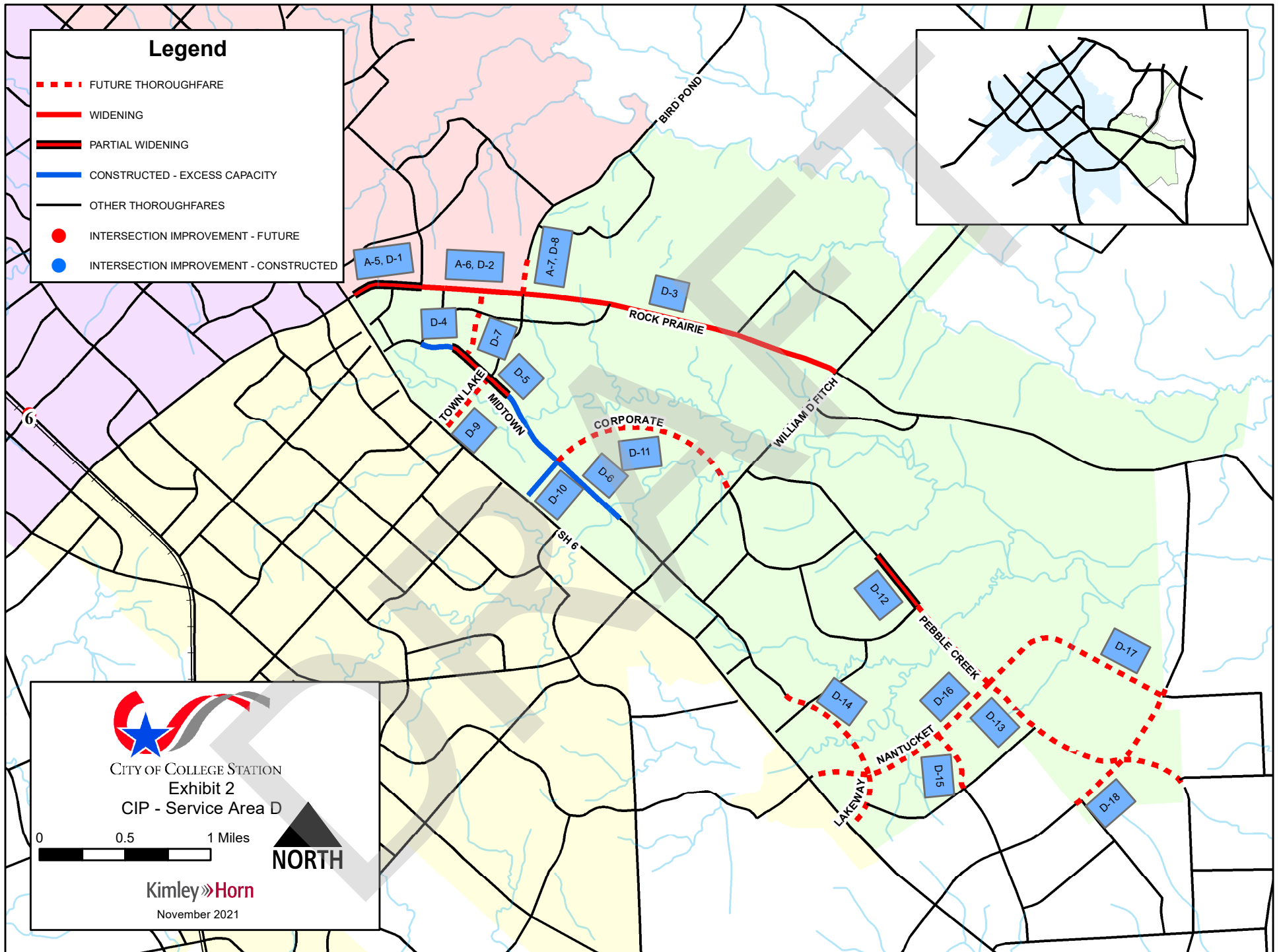
Table 5. Capital Improvement Plan for Roadway Impact Fees - Service Area D

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
D	A-5, D-1	4 LANE MAJOR ARTERIAL (1/2)	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%
	D-3	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE TO WILLIAM D. FITCH PARKWAY	1.89	100%
	D-4	4 LANE MINOR ARTERIAL	MIDTOWN DRIVE	MEDICAL AVENUE TO 990' E OF MEDICAL AVENUE	0.19	100%
	D-5	4 LANE MINOR ARTERIAL (1/2)	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE TO 800' S OF TOWN LAKE DRIVE	0.43	100%
	D-6	2 LANE MAJOR COLLECTOR	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE TO 2605' S OF CORPORATE PARKWAY	0.98	100%
	D-7	2 LANE MAJOR COLLECTOR	DURHAM DRIVE	MIDTOWN DRIVE TO ROCK PRAIRIE ROAD	0.40	100%
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	50%
	D-9	4 LANE MINOR ARTERIAL (50%)	TOWN LAKE DRIVE	SH 6 NBFR TO MIDTOWN DRIVE	0.37	100%
	D-10	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	SH 6 NBFR TO MIDTOWN DRIVE	0.26	100%
	D-11	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	MIDTOWN DRIVE TO WILLIAM D. FITCH PARKWAY	1.21	100%
	D-12	4 LANE MINOR ARTERIAL (1/2)	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE TO ST ANDREWS DRIVE	0.38	100%
	D-13	4 LANE MINOR ARTERIAL (50%)	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE TO 275' S OF LONE STAR LANE	1.96	100%
	D-14	2 LANE MAJOR COLLECTOR	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD TO SH 6 NBFR	1.02	100%
	D-15	2 LANE MAJOR COLLECTOR	MATHER PARKWAY	NANTUCKET DRIVE TO 1920' S OF NANTUCKET DRIVE	0.36	100%
	D-16	4 LANE MINOR ARTERIAL (50%)	NANTUCKET DRIVE	SH 6 NBFR TO PEBBLE CREEK PARKWAY	1.22	100%
	D-17	2 LANE MAJOR COLLECTOR	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY TO SOUTHERN POINTE PARKWAY	1.20	100%
	D-18	4 LANE MINOR ARTERIAL (50%)	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD TO 280' E OF NANTUCKET DRIVE	0.87	100%









4. METHODOLOGY FOR ROADWAY IMPACT FEES

A. SERVICE AREAS

The four (4) service areas used in the 2021 Roadway Impact Fee Update are shown in the previously referenced Exhibit 1. These service areas cover the entire corporate boundary of the City of College Station. Chapter 395 of the Texas Local Government Code specifies that “the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles.” In the City of College Station, service area boundaries were set using approximately a four (4) mile limit.

B. SERVICE UNITS

The “service unit” is a measure of consumption or use of the roadway facilities by new development. In other words, it is the measure of supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. On the supply side, this is a lane-mile of a thoroughfare street. On the demand side, this is a vehicle-trip of one-mile in length. The application of this unit as an estimate of either supply or demand is based on travel during the afternoon peak hour of traffic. This time period is commonly used as the basis for transportation planning and the estimation of trips created by new development.

Another aspect of the service unit is the service volume that is provided (supplied) by a lane-mile of roadway facility. This number, also referred to as capacity, is a function of the facility type, facility configuration, number of lanes, and level of service. Below is the definition for vehicle-mile.

Vehicle-Mile: The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length.

Total Vehicle-Miles of Supply: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided.

Total Vehicle-Miles of Demand: Based on the 10-year growth projections. The demand is equal to PM Trip Rate (trips) * Trip Length (miles).

The hourly service volumes used in the 2021 Roadway Impact Fee Update are based upon generally accepted thoroughfare capacity criteria. Table 6 shows the service volumes as a function of the proposed facility type and Table 7 shows the service volumes as a function of the existing facility type.

Table 6. Level of Use for Proposed Facilities
(used in Appendix B – CIP Service Units of Supply)

Roadway Type (Thoroughfare Plan Classification)	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
6-Lane Major Arterial (TxDOT)	Divided	950
4-Lane Major Arterial (TxDOT)		
6-Lane Major Arterial	Divided	750
4-Lane Major Arterial	Divided	650
4-Lane Minor Arterial		
2-Lane Major Collector	Undivided	550

Table 7. Level of Use for Existing Facilities
(used in Appendix C – Existing Facilities Inventory)

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2U-R	Rural Cross Section (i.e., gravel, dirt, etc.)	150
2U	Two-Lane Undivided	425
2D	Two-Lane Divided	500
3UO	Three-Lane Undivided One-Way	550
3U	Three-Lane Undivided (TWLTL)	
3D	Three-Lane Divided	
4U	Four-Lane Undivided	525
4D	Four-Lane Divided	650
5U	Five-Lane Undivided (TWLTL)	600
6D	Six-Lane Divided	750

*High speed, limited access TxDOT roadways have an assumed capacity of 950 vpmpl.

C. COST OF THE CIP

All of the project costs for an arterial or major collector facility which serves the overall transportation system are eligible to be included in the Capital Improvement Plan. Chapter 395 of the Texas Local Government Code specifies that the allowable costs are "...including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;
3. Land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and
4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the Capital Improvement Plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the CIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The costs for location-specific items such as bridges, highway ramps, drainage structures, and any other special components are added to each project as appropriate. In addition, based upon discussions with City of College Station staff, TxDOT driven projects have been included in the CIP as a 20% portion to the total cost where the City anticipates contributing a portion of the total project costs. The following is a detailed description of the costing worksheet/methodology for the Roadway Impact Fee CIP. Where actual project costs are known or the project has been designed, those specific cost amounts are utilized in lieu of the conceptual level project cost projections.

A costing worksheet was developed for each project (see Appendix A). Each worksheet contains project information, construction pay items, construction component allowances, and a summary of costs and allowances. An example costing sheet is provided below.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 9/29/2021

Project Information

Project Information:	Description:	Project No.	A-1
Name: GEORGE BUSH DRIVE E Limits: DOMINIK DRIVE to HARVEY ROAD Impact Fee Class: 4 LANE MINOR ARTERIAL Length (lf): 1,508 Service Area(s): A	This project consists of the widening to a 4 lane minor arterial.		

Construction Pay Items

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	6,032	cy	\$ 9.00	\$ 54,288
209	8" Lime Stabilization (with Lime @ 36#/sy)	11,729	sy	\$ 7.00	\$ 82,102
309	Reinforced Concrete Pavement with Integral Curb	11,059	sy	\$ 65.00	\$ 718,813
409	4" Topsoil	4,524	sy	\$ 4.00	\$ 18,096
509	6" Concrete Sidewalk	18,096	sf	\$ 6.00	\$ 108,576
609	Turn Lanes and Median Openings	1,424	sy	\$ 72.00	\$ 102,544

2) Project Information

In order to correctly estimate the cost of a roadway project, several attributes are first identified:

- Project Number – Identifies each project with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects.
- Name – A unique identifier for each project.
- Limits – Represents the beginning and ending location for each project.
- Impact Fee Class – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the proposed Thoroughfare Plan classification of the roadway.
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Service Area(s) – Represents the service area(s) where the project is located.
- Description – Used to describe the project type assumed in the costing such as a widening or new construction.

3) Construction Pay items

A typical roadway project consists of several costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, construction, and inspection. While the construction cost component of a project may contain approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items for both concrete and asphalt roads are shown in Table 8.

Table 8. Construction Cost Pay Items

Concrete Pay Items	Asphalt Pay Items
• Unclassified street excavation • Lime Stabilization • Concrete pavement and curb • Topsoil • Sidewalk • Turn lanes and median openings	• Unclassified street excavation • Lime Stabilization • Type C asphalt top layer • Type B asphalt base layers • Sidewalk • Curb and gutter • Turn lanes and median openings

4) Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include traffic control, pavement markings and signage, roadway drainage, illumination, minor water and sewer adjustments, landscaping, and irrigation. These allowance percentages are based on historical data.

In addition, lump sum dollar allowances are provided for special drainage structures, railroad crossings, and intersection improvements where needs are anticipated. The paving and allowance subtotal is given a fifteen percent (15%) contingency, five percent (5%) mobilizations, and three percent (3%) preparation of right-of-way to determine the construction cost total.

5) Summary of Cost and Allowances

To determine the total Impact Fee Project Cost, 12% of the construction cost total is added for engineering, surveying, and testing. Another 20% of the construction cost total is added for ROW/easement acquisition for new projects. This percentage is reduced to 10% where the roadway already exists. TxDOT facilities assume no ROW/easement acquisition allotted.

The construction costs are variable based on the proposed classification of the roadway. Additional classifications are utilized in cases where a portion of the facility currently exists. The classification followed by (1/2) is used for facilities where half the facility still needs to be constructed.

The Impact Fee Project Cost Total is then the Construction Cost Total plus engineering, surveying, testing, and inspection; plus, ROW/easement acquisition. Based upon discussions with City of College Station staff, state highway projects were included with a projected contribution of twenty percent (20%) of the total project. In addition, some projects already have been identified for contributions other than the City. These project's costs are reduced to account for other contribution sources.

Tables 9-12 comprise the CIP project list for the City of College Station with conceptual level project cost projections. Individual project cost worksheets can be seen in Appendix A, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that

are potentially recoverable through impact fees. Actual costs of construction are likely to change with time and are dependent on market and economic conditions that cannot be precisely predicted at this time.

This CIP created for the City of College Station introduces a list of projects for which an impact fee funding program can be established. This is different from a City's construction CIP, which provides a broad list of capital projects for which the City is committed to building. The cost projections utilized in this study should not be utilized for the City's building program or construction CIP.

6) Major Collector Adjustment

Based on initial calculations of Project Costs for Major Collector facilities, it was determined that an adjustment factor needed to be applied to ensure a more appropriate and suitable cost for this specific project type. To determine the total Impact Fee Project Cost of a newly constructed Major Collector facility, a delta value was calculated based on the cross-sectional width of Collectors and Local Roads for the City of College Station, shown below:

College Station Roadway Impact Fee Major Collector Adjustment Calculation	
Step 1	Calculate Delta.
	Major Collector Pavement: 54 Feet Minor Collector Pavement: 38 Feet "Delta": $(54 - 38) / 38 = 0.42 = 42\%$

This 42% adjustment factor was applied to all project costs for new major collectors in the City of College Station that are anticipated to be constructed by development. The adjustment represents the oversized participation that the City would potentially credit/offset a development for building a major collector based on the City's rough proportionality policy. Major collectors that need widening remained at the full cost of the roadway facility because this facility is anticipated to be widened by the City.

7) 50% Arterial Adjustment

Additional classifications are utilized in cases where only a portion of the roadway is impact fee eligible due to anticipated developer contributions. For future arterials projected to be constructed through development properties, two lanes are anticipated to be constructed by the future developers. For these projects, only 50% of the project cost is impact fee eligible, indicated with classifications being followed by "50%".

**Table 9. 10-Year Capital Improvement Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area A**

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
A	A-1	4 LANE MINOR ARTERIAL	GEORGE BUSH DRIVE E	DOMINIK DRIVE TO HARVEY ROAD	0.29	100%	\$ 2,409,500	\$ 2,409,500
	A-2	2 LANE MAJOR COLLECTOR	LASSIE LANE	STERLING STREET TO MANUEL DRIVE	0.06	100%	\$ 860,066	\$ 860,066
	A-3	2 LANE MAJOR COLLECTOR	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S TO TEXAS AVENUE S	0.42	100%	\$ 2,423,520	\$ 2,423,520
	A-4	4 LANE MAJOR ARTERIAL - TxDOT	HARVEY ROAD	SH 6 NBFR TO BOONVILLE ROAD	2.29	100%	\$ 2,509,696	\$ 2,509,696
	A-5, D-1	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%	\$ 2,164,000	\$ 1,082,000
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%	\$ 5,136,000	\$ 2,568,000
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	50%	\$ 1,758,000	\$ 879,000
	1			UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL		100%	\$ 400,000	\$ 400,000
	2			HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET		100%	\$ 566,992	\$ 566,992
	3			TEXAS AVENUE S AND BROTHERS BOULEVARD		50%	\$ 397,476	\$ 198,738
	Service Area Project Roadway Cost Subtotal							\$ 12,731,782
	Service Area Project Intersection Cost Subtotal							\$ 1,165,730
	2021 Roadway Impact Fee Study Cost Per Service Area							\$ 17,500
Total Cost in SERVICE AREA A							\$ 13,915,012	

Notes:

- The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.
- The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.
- The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

Table 10. 10-Year Capital Improvement Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area B

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
B	B-1	4 LANE MINOR ARTERIAL	F & B ROAD	160' E OF TURKEY CREEK ROAD TO HARVEY MITCHELL PARKWAY S	0.49	100%	\$ 4,106,520	\$ 4,106,520
	B-2	4 LANE MINOR ARTERIAL (1/2)	LUTHER STREET W	HARVEY MITCHELL PARKWAY TO JONES BUTLER ROAD	0.68	100%	\$ 2,903,600	\$ 2,903,600
	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	50%	\$ 4,659,868	\$ 2,329,934
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	50%	\$ 4,017,530	\$ 2,008,765
	B-5	2 LANE MAJOR COLLECTOR	TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR TO RAYMOND STOTZER PARKWAY WBFR	0.53	100%	\$ 3,278,140	\$ 3,278,140
	B-6	6 LANE MAJOR ARTERIAL - TxDOT	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY TO WELLBORN ROAD	2.62	100%	\$ 1,407,527	\$ 1,407,527
	B-7	4 LANE MINOR ARTERIAL	PENBERTHY ROAD	GEORGE BUSH DRIVE TO LUTHER STREET W	0.4	100%	\$ 3,080,683	\$ 3,080,683
	B-8	6 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	GEORGE BUSH DRIVE TO 940' N OF HARVEY MITCHELL PARKWAY S	1.23	100%	\$ 1,486,464	\$ 1,486,464
	B-9	2 LANE MAJOR COLLECTOR	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S TO HOLLEMAN DRIVE S	0.22	100%	\$ 9,652,780	\$ 9,652,780
	B-10	4 LANE MINOR ARTERIAL	HOLLEMAN DRIVE S	N DOWLING ROAD TO 290' S OF ROCK PRAIRIE ROAD W	1.62	100%	\$ 10,631,012	\$ 10,631,012
	3			TEXAS AVENUE S AND BROTHERS BOULEVARD		50%	\$ 397,476	\$ 198,738
	4			WELLBORN ROAD AND GEORGE BUSH DRIVE		100%	\$ 1,190,232	\$ 1,190,232
	5			WELLBORN ROAD AND HOLLEMAN DRIVE		100%	\$ 644,445	\$ 644,445
	6			WELLBORN ROAD AND DEACON DRIVE		100%	\$ 4,532,013	\$ 4,532,013
	7			HOLLEMAN DRIVE W AND JONES BUTLER ROAD		100%	\$ 572,000	\$ 572,000
	8			LONGMIRE DRIVE AND PONDEROSA DRIVE		100%	\$ 350,000	\$ 350,000
	Service Area Project Roadway Cost Subtotal							\$ 40,885,425
	Service Area Project Intersection Cost Subtotal							\$ 7,487,428
	2021 Roadway Impact Fee Study Cost Per Service Area							\$ 17,500
Total Cost in SERVICE AREA B							\$ 48,390,353	

Notes:

- The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.
- The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.
- The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

Table 11. 10-Year Capital Improvement Plan for Roadway Impact Fees
with Conceptual Level Projections – Service Area C

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
C	B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	1	50%	\$ 4,659,868	\$ 2,329,934
	B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0	50%	\$ 4,017,530	\$ 2,008,765
	C-3	4 LANE MINOR ARTERIAL	BARRON ROAD	WS PHILLIPS PARKWAY TO DECATUR DRIVE	1	100%	\$ 5,795,317	\$ 5,795,317
	C-4	4 LANE MINOR ARTERIAL	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD TO WELLBORN ROAD	0	100%	\$ 2,765,575	\$ 2,765,575
	C-5	4 LANE MINOR ARTERIAL	BARRON ROAD	WELLBORN ROAD TO WS PHILLIPS PARKWAY	0	100%	\$ 4,712,977	\$ 4,712,977
	C-6	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY TO ARRINGTON ROAD	1	100%	\$ 10,550,324	\$ 10,550,324
	C-7	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	WELLBORN ROAD TO 1290' E OF CREEK MEADOW BOULEVARD N	1	100%	\$ 8,918,740	\$ 8,918,740
	C-8	4 LANE MAJOR ARTERIAL	TOWERS PARKWAY	ROCK PRAIRIE ROAD W TO WELLBORN ROAD	1	100%	\$ 10,030,680	\$ 10,030,680
	C-9	4 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	CAPSTONE DRIVE TO 540' S OF GREENS PRAIRIE ROAD	2	100%	\$ 2,407,328	\$ 2,407,328
	C-10	4 LANE MINOR ARTERIAL (1/2)	WS PHILLIPS PARKWAY	BARRON ROAD TO GREENS PRAIRIE ROAD	1	100%	\$ 5,844,160	\$ 5,844,160
	C-11	4 LANE MINOR ARTERIAL (50%)	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD TO ARRINGTON ROAD	2	100%	\$ 7,311,480	\$ 7,311,480
	C-12	4 LANE MINOR ARTERIAL (50%)	ROYDER ROAD EXTENSION	I-GN ROAD TO WELLBORN ROAD	0	100%	\$ 3,360,000	\$ 3,360,000
	C-13	4 LANE MINOR ARTERIAL	ROYDER ROAD	WELLBORN ROAD TO 885' S OF GREENS PRAIRIE ROAD	1	100%	\$ 7,686,614	\$ 7,686,614
	C-14	2 LANE MAJOR COLLECTOR	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE TO WILLIAM D. FITCH PARKWAY	0	100%	\$ 1,973,927	\$ 1,973,927
	9			GRAHAM ROAD AND VICTORIA AVENUE	0	100%	\$ 350,000	\$ 350,000
	10			BARRON ROAD AND ALEXANDRIA AVENUE	0	100%	\$ 320,994	\$ 320,994
	11			BARRON ROAD AND DECATUR DRIVE	0	100%	\$ 350,000	\$ 350,000
	12			BARRON ROAD AND LONGMIRE DRIVE	0	100%	\$ 350,000	\$ 350,000
	13			LONGMIRE DRIVE AND EAGLE AVENUE	0	100%	\$ 350,000	\$ 350,000
	14			WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL	0	100%	\$ 816,249	\$ 816,249
							Service Area Project Roadway Cost Subtotal	\$ 75,695,821
							Service Area Project Intersection Cost Subtotal	\$ 2,537,243
							2021 Roadway Impact Fee Study Cost Per Service Area	\$ 17,500
							Total Cost in SERVICE AREA C	\$ 78,250,564

Notes:

- The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.
- The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.
- The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

Table 12. 10-Year Capital Improvement Plan for Roadway Impact Fees
with Conceptual Level Project Cost Projections – Service Area D

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area	Total Project Cost	Cost in Service Area
D	A-5, D-1	4 LANE MAJOR ARTERIAL (1/2)	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	50%	\$ 2,164,000	\$ 1,082,000
	A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	50%	\$ 5,136,000	\$ 2,568,000
	D-3	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE TO WILLIAM D. FITCH PARKWAY	1.89	100%	\$ 17,245,000	\$ 17,245,000
	D-4	4 LANE MINOR ARTERIAL	MIDTOWN DRIVE	MEDICAL AVENUE TO 990' E OF MEDICAL AVENUE	0.19	100%	\$ 1,028,820	\$ 1,028,820
	D-5	4 LANE MINOR ARTERIAL (1/2)	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE TO 800' S OF TOWN LAKE DRIVE	0.43	100%	\$ 4,535,000	\$ 4,535,000
	D-6	2 LANE MAJOR COLLECTOR	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE TO 2605' S OF CORPORATE PARKWAY	0.98	100%	\$ 5,374,808	\$ 5,374,808
	D-7	2 LANE MAJOR COLLECTOR	DURHAM DRIVE	MIDTOWN DRIVE TO ROCK PRAIRIE ROAD	0.4	100%	\$ 981,960	\$ 981,960
	A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.2	50%	\$ 1,758,000	\$ 879,000
	D-9	4 LANE MINOR ARTERIAL (50%)	TOWN LAKE DRIVE	SH 6 NBFR TO MIDTOWN DRIVE	0.37	100%	\$ 1,753,000	\$ 1,753,000
	D-10	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	SH 6 NBFR TO MIDTOWN DRIVE	0.26	100%	\$ 1,436,192	\$ 1,436,192
	D-11	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	MIDTOWN DRIVE TO WILLIAM D. FITCH PARKWAY	1.21	100%	\$ 9,894,000	\$ 9,894,000
	D-12	4 LANE MINOR ARTERIAL (1/2)	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE TO ST ANDREWS DRIVE	0.38	100%	\$ 2,137,000	\$ 2,137,000
	D-13	4 LANE MINOR ARTERIAL (50%)	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE TO 275' S OF LONE STAR LANE	1.96	100%	\$ 9,181,000	\$ 9,181,000
	D-14	2 LANE MAJOR COLLECTOR	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD TO SH 6 NBFR	1.02	100%	\$ 2,635,080	\$ 2,635,080
	D-15	2 LANE MAJOR COLLECTOR	MATHER PARKWAY	NANTUCKET DRIVE TO 1920' S OF NANTUCKET DRIVE	0.36	100%	\$ 882,000	\$ 882,000
	D-16	4 LANE MINOR ARTERIAL (50%)	NANTUCKET DRIVE	SH 6 NBFR TO PEBBLE CREEK PARKWAY	1.22	100%	\$ 5,877,000	\$ 5,877,000
	D-17	2 LANE MAJOR COLLECTOR	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY TO SOUTHERN POINTE PARKWAY	1.2	100%	\$ 3,083,220	\$ 3,083,220
	D-18	4 LANE MINOR ARTERIAL (50%)	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD TO 280' E OF NANTUCKET DRIVE	0.87	100%	\$ 3,902,000	\$ 3,902,000
							Service Area Project Roadway Cost Subtotal	\$ 74,475,080
							Service Area Project Intersection Cost Subtotal	\$ -
							2021 Roadway Impact Fee Study Cost Per Service Area	\$ 17,500
							Total Cost in SERVICE AREA D	\$ 74,492,580

Notes:

- The planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.
- The planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project.
- The project cost total within Service Area may differ from the total shown in the Summary sheets contained within Appendix A due to some projects that are split between City limits and ETJ.

D. SERVICE UNIT CALCULATION

The basic service unit for the computation of College Station's Roadway Impact Fees is the vehicle-mile of travel during the afternoon peak-hour. To determine the cost per service unit, it is necessary to project the growth in vehicle-miles of travel for the service area for the ten-year period.

The growth in vehicle-miles from 2021 to 2031 is based upon projected changes in residential units and employment for the period. In order to determine this growth, estimates of residential units, basic employment, service employment, and retail employment for 2021 were made, along with growth projections for each of these demographic statistics through 2031. The Land Use Assumptions section of this report details the growth estimates used for the impact fee determination.

The residential and employment statistics in the Land Use Assumptions provide the "independent variables" that are used to calculate the existing (2021) and projected (2031) transportation service units used to establish the Roadway Impact Fee maximum rates within each service area. The roadway demand service units (vehicle-miles) for each service area are the sum of the vehicle-miles "generated" by each category of land use in the service area.

For the purpose of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected number of dwelling units are estimated. The number of dwelling units in each service area is multiplied by a transportation demand factor to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor computes the average amount of demand caused by the residential land uses in the service area. The transportation demand factor is discussed in more detail below.

For non-residential land uses, the process is similar. The Land Use Assumptions provide existing and projected number of building square footages for three (3) categories of employment – basic, service, and retail. Building square footage is the most common independent variable for the estimation of non-residential trips in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. This characteristic is

more appropriate than the number of employees because building square footage is tied more closely to trip generation and is known at the time of application for any development or development modification that would require the assessment of an impact fee.

The existing and projected Land Use Assumptions for the dwelling units and the square footage of basic, service, and retail land uses provide the basis for the projected increase in vehicle-miles of travel. As noted earlier, a transportation demand factor is applied to these values and then summed to calculate the total peak hour vehicle-miles of demand for each service area.

The transportation demand factors are aggregate rates derived from two sources – the ITE Trip Generation Manual, 11th Edition and the National Household Travel Survey (NHTS) performed by the Federal Highway Administration (FHWA). ITE's Trip Generation Manual, 11th Edition provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be traveling past that particular establishment anyway, such as a trip between work and home. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail rate to avoid double counting trips.

The next component of the transportation demand factor accounts for the length of each trip. The average trip length for each category is based on the region-wide travel characteristics survey conducted by Texas MPOs, requirements in Chapter 395, and other generally accepted planning principles.

The computation of the transportation demand factor is detailed in the following equation:

$$TDF = T * (1 - P_b) * L$$

Variables:

- TDF = Transportation Demand Factor
- T = Trip Rate (peak hour trips / unit)
- P_b = Pass-By Discount (% of trips)
- L = Average Trip Length (miles)

An origin-Destination reduction of 50% had already been applied when determining the trip length. From here, adjustments were made to the transportation demand factor based upon planning principles and engineering judgement for each land use.

The maximum trip length was limited to four (4) miles based on the maximum trip length within each service area. Chapter 395 of the Texas Local Government Code allows for a service area of six (6) miles, and the service areas within College Station are approximated with a four (4) mile distance.

For residential, basic, and service land uses, trip lengths go beyond the service area boundary and were capped at four miles based on the max trip length. For retail land use, this max trip length was cut in half and assumed to be the radius of a service area. Specific land uses were adjusted if the trip lengths were anticipated to be shorter than the four or two based on specific land use travel characteristics.

Table 13 shows the derivation of the Transportation Demand Factor for the residential and employment land use categories for each service area. The values utilized for all variables shown in the transportation demand factor equation are also shown in the table.

Table 13. Transportation Demand Factor Calculations

Variable	Residential		Basic	Service	Retail
	Single-Family	Multi-Family			
T	0.94	0.39	0.65	1.44	3.40
P _b	0%	0%	0%	0%	34%
L _{max} *	4.0	4.0	4.0	4.0	2.0
TDF	3.76	1.56	2.60	5.76	4.49

* L_{max} is less than 4 miles for retail land use; therefore, this lower trip length is used for calculating the TDF for these land uses.

The application of the demographic projections and the transportation demand factors are presented in the 10-Year Growth Projections in Table 1. This table shows the total growth in vehicle-miles by service area between the years 2021 and 2031. These estimates and projections lead to the Vehicle-Miles of Travel for the 10-year period.

Table 14. 10-year Growth Projections

2021- 2031 Growth Projections¹

SERVICE AREA	RESIDENTIAL VEHICLE-MILES					NON-RESIDENTIAL SQUARE FEET ⁵			TRANS. DEMAND FACTOR ⁶			NON-RESIDENTIAL VEHICLE-MILES ¹⁰				TOTAL VEHICLE MILES ¹¹
	Single Family Units	Trip Rate TDF ²	Multi-Family Units	Trip Rate TDF ³	VEHICLE MILES ⁴	BASIC	SERVICE	RETAIL	BASIC ⁷	SERVICE ⁸	RETAIL ⁹	BASIC	SERVICE	RETAIL	TOTAL	
		0.94		0.39					0.65	1.44	3.40					
A	410	3.76	2,038	1.56	4,721	0	1,174,000	1,480,000	2.60	5.76	4.49	0	6,762	6,642	13,404	18,125
B	429		1,937		4,635	350,000	1,063,000	953,000				910	6,123	4,277	11,310	15,945
C	1,824		127		7,056	0	506,000	469,000				0	2,915	2,105	5,020	12,076
D	693		751		3,777	984,000	1,089,000	895,000				2,558	6,273	4,017	12,848	16,625
Totals	3,356		4,853		20,189	1,334,000	3,832,000	3,797,000				3,468	22,073	17,041	42,582	62,771

VEHICLE-MILES OF INCREASE (2021 - 2031)

SERVICE AREA	VEH-MILES
A	18,125
B	15,945
C	12,076
D	16,625

Notes:

¹ From Section 3.A. Land Use Assumptions

² Transportation Demand Factor for each Service Area (from LUVMET) using Single Family Detached Housing land use and trip generation rate

³ Transportation Demand Factor for each Service Area (from LUVMET) using Multi-Family Housing (Mid-Rise) land use and trip generation rate

⁴ Calculated by multiplying TDF by the number of dwelling units

⁵ From Section 3.A. Land Use Assumptions

⁶ Trip generation rate and Transportation Demand Factors from LUVMET for each land use

⁷ 'Basic' corresponds to General Light Industrial land use and trip generation rate

⁸ 'Service' corresponds to General Office land use and trip generation rate

⁹ 'Retail' corresponds to Shopping Center land use and trip generation rate

¹⁰ Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use

¹¹ Residential plus non-residential vehicle-mile totals for each Service Area

E. COST PER SERVICE UNIT

A fundamental step in the impact fee process is to establish the cost for each service unit. In the case of the Roadway Impact Fee, this is the cost for each vehicle-mile of travel. This cost per service unit is the cost to construct a roadway (lane-mile) needed to accommodate a vehicle-mile of travel at a level of service corresponding to the City's standards. The cost per service unit is calculated for each service area based on a specific list of projects within that service area.

The second component of the cost per service unit is the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period. Chapter 395 requires that impact fees be assessed only to pay for growth projected to occur in the City limits within the next ten-years (see Section 4.D). As noted earlier, the units of demand are vehicle-miles of travel.

5. ROADWAY IMPACT FEE CALCULATION

A. MAXIMUM ASSESSABLE IMPACT FEE PER SERVICE UNIT

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible Roadway Impact Fee CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the ten-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed. Table 15 illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation.

Table 15. Maximum Assessable Roadway Impact Fee Computation

Line	Title	Description
1	<i>Total Vehicle-Miles of Capacity Added by the Roadway Impact Fee CIP</i>	The total number of vehicle-miles added to the service area based on the capacity, length, and number of lanes in each project (from Appendix B – CIP Service Units of Supply)

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 line displays the total amount added within each service area.

2	<i>Total Vehicle-Miles of Existing Demand</i>	A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from Appendix B – CIP Service Units of Supply)
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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.

3	<i>Net Amount of Vehicle-Miles of Capacity Added</i>	A measurement of the amount of vehicle-miles added by the RIF CIP that will not be utilized by existing demand (Line 1 – Line 2)
---	--	--

This calculation identifies the portion of the RIF CIP (in vehicle-miles) that may be recoverable through the collection of impact fees.

4	<i>Total Cost of the Roadway Impact Fee CIP and RIF Study within the Service Area</i>	The sum of the total cost of the roadway projects within each service area (from Tables 9-12) and the Roadway Impact Fee study cost per service area.
---	---	---

This line simply identifies the sum of the total cost of all the roadway projects identified in each service area and the cost of the roadway impact fee study per service area.

5	<i>Cost of Net Capacity Supplied</i>	The total Roadway Impact Fee CIP cost (Line 4) prorated by the ratio of Net Capacity Added (Line 3) to Total Capacity Added (Line 1). $[(\text{Line 3} / \text{Line 1}) * (\text{Line 4})]$
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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).

6	<i>Cost to Meet Existing Needs and Usage</i>	The difference between the Total Cost of the Roadway Impact Fee CIP (Line 4) and the Cost of the Net Capacity supplied (Line 5). $(\text{Line 4} - \text{Line 5})$
---	--	--

This line is provided for information purposes only – it is to present the portion of the total cost of the Roadway Impact Fee CIP that is required to meet existing demand.

7	<i>Total Vehicle-Miles of New Demand over Ten Years</i>	Based upon the growth projection provided in the Land Use Assumptions, an estimate of the number of new vehicle-miles within the service area over the next ten years. (from Table 14)
---	---	--

This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

8	<i>Percent of Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand (Line 7) by the Net Amount of Capacity Added (Line 3), limited to 100% (Line 9). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth.
9	<i>Chapter 395 Check</i>	

In order to ensure that the vehicle-miles added by the Roadway Impact Fee CIP do not exceed the amount needed to accommodate growth beyond the ten-year window, a comparison of the two values is performed. If the amount of vehicle-miles added by the Roadway Impact Fee CIP exceeds the growth projected to occur in the next ten years, the Roadway Impact Fee CIP cost is reduced accordingly.

10	<i>Cost of Roadway Impact Fee CIP Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 5) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 9). $(\text{Line 5} * \text{Line 9})$
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This value is the total Roadway Impact Fee CIP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

11	<i>Total Cost of the Intersection Impact Fee CIP within the Service Area</i>	The total cost of the intersection projects within each service area (from Tables 9-12)
----	--	---

This line simply identifies the total cost of all the intersection projects identified in each service area.

12	<i>Percent of Intersection Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand (Line 7) by the vehicle-mile carrying capacity in each service area (Table 14).
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In order to ensure that the capacity added by the Intersection Impact Fee CIP does not exceed the amount needed to accommodate growth beyond the ten-year window, the anticipated vehicle mile growth in each service area is calculated as a percentage of the vehicle-mile carrying capacity.

13	<i>Cost of Intersection Impact Fee CIP Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 11) by the Percent of Capacity Added Attributable to New Growth (Line 12). (Line 11 * Line 12)
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This value is the total Intersection Impact Fee CIP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

14	<i>Cost of Total Roadway Impact Fee CIP Attributable to New Growth</i>	The result of adding the Cost of the Roadway Impact Fee CIP Attributable to new growth (Line 10) to the Cost of the Intersection Impact Fee CIP Attributable to new growth (Line 13) (Line 10 + Line 13).
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This value is the Total Roadway Impact Fee CIP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

B. PLAN FOR FINANCING AND THE AD VALOREM TAX CREDIT

Chapter 395 of the Texas Local Government Code requires the Capital Improvement Plan for Roadway Impact Fees to contain specific enumeration of a plan for awarding the impact fee credit. Section 395.014 of the Code requires:

- (A) "a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or
- (B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan..."

The plan is summarized, as prepared by Eddie Peacock, CPA, in Appendix D, Plan for Awarding the Roadway Impact Fee Credit. The following table summarizes the portions of Table 16 that utilize this credit calculation.

Line	Title	Description
15	<i>Financing Costs</i>	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit) – 80% of eligible projects
16	<i>Interest Earnings</i>	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
17	<i>Cost of the Roadway Impact Fee CIP and Financing Attributable to New Growth</i>	The sum of the Cost of Capacity Added Attributable to New Growth, Financing Costs, and Interest Earnings. (Line 14 + Line 15 + Line 16)
18	<i>Pre-Credit Maximum Fee Per Service Unit</i>	Found by dividing the Cost of the CIP and Financing Attributable to New Growth (Line 17) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 7). (Line 17 / Line 7)
19	<i>Credit for Ad Valorem Taxes</i>	A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
20	<i>Recoverable Cost of the Roadway Impact Fee CIP and Financing</i>	The difference between the Cost of the CIP and Financing Attributable to New Growth (Line 17) and the Credit for Ad Valorem Taxes (Line 19). (Line 17 + Line 19)
21	<i>Maximum Assessable Fee Per Service Unit</i>	Found by dividing the Recoverable Cost of the CIP and Financing (Line 20) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 7). (Line 20 / Line 7)

Table 16. Maximum Assessable Impact Fee

SERVICE AREA:		A	B	C	D
1	TOTAL VEH-MI OF CAPACITY ADDED BY THE ROADWAY IMPACT FEE CIP (FROM CIP SERVICE UNITS OF SUPPLY, APPENDIX B)	11,544	32,963	34,912	20,793
2	TOTAL VEH-MI OF EXISTING DEMAND (FROM CIP SERVICE UNITS OF SUPPLY, APPENDIX B)	3,304	13,135	7,551	2,018
3	NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2)	8,240	19,828	27,361	18,775
4	TOTAL COST OF THE ROADWAY IMPACT FEE CIP AND RIF STUDY WITHIN SERVICE AREA (FROM TABLES 9-12)	\$ 12,749,282	\$ 40,902,925	\$ 75,713,321	\$ 74,492,580
5	COST OF NET CAPACITY SUPPLIED (LINE 3 / LINE 1) * (LINE 4)	\$ 9,100,319	\$ 24,604,047	\$ 59,337,539	\$ 67,262,934
6	COST TO MEET EXISTING NEEDS AND USAGE (LINE 4 - LINE 5)	\$ 3,648,963	\$ 16,298,878	\$ 16,375,782	\$ 7,229,646
7	TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (FROM TABLE 14 AND LAND USE ASSUMPTIONS)	18,125	15,945	12,076	16,625
8	PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 7 / LINE 3)	219.9%	80.4%	44.1%	88.5%
9	IF LINE 8 > LINE 4, REDUCE LINE 9 TO 100%, OTHERWISE NO CHANGE	100.0%	80.4%	44.1%	88.5%
10	COST OF ROADWAY IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 5 * LINE 9)	\$ 9,100,319	\$ 19,781,654	\$ 26,167,855	\$ 59,527,697
11	TOTAL COST OF THE INTERSECTION IMPACT FEE CIP WITHIN SERVICE AREA (FROM TABLES 9-12)	\$ 1,165,730	\$ 7,487,428	\$ 2,537,243	\$ -
12	PERCENT OF INTERSECTION CAPACITY ADDED ATTRIBUTABLE TO GROWTH (FROM TABLE 14 AND LAND USE ASSUMPTIONS)	24.7%	14.4%	18.6%	48.5%
13	COST OF INTERSECTION IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 11 * LINE 12)	\$ 287,935	\$ 1,078,190	\$ 471,927	\$ -
14	COST OF TOTAL ROADWAY IMPACT FEE CIP ATTRIBUTABLE TO GROWTH (LINE 10 + LINE 13)	\$ 9,388,254	\$ 20,859,844	\$ 26,639,782	\$ 59,527,697
15	FINANCING COSTS (FROM PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT, APPENDIX D)	\$ 1,456,897	\$ 3,237,092	\$ 4,134,040	\$ 9,237,681
16	INTEREST EARNINGS (FROM PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT, APPENDIX D)	\$ 131,440	\$ 292,040	\$ 372,960	\$ 833,390
17	COST OF THE ROADWAY IMPACT FEE CIP AND FINANCING ATTRIBUTABLE TO NEW GROWTH (LINE 14 + LINE 15 + LINE 16)	\$ 10,713,711	\$ 23,804,896	\$ 30,400,862	\$ 67,931,987
18	PRE-CREDIT MAXIMUM FEE PER SERVICE UNIT (LINE 17 / LINE 7)	\$ 591	\$ 1,492	\$ 2,517	\$ 4,086
19	CREDIT FOR AD VALOREM TAXES (FROM PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT, APPENDIX D)	\$ 1,661,061	\$ 3,690,731	\$ 4,713,374	\$ 10,532,225
20	RECOVERABLE COST OF ROADWAY IMPACT FEE CIP (LINE 17 + LINE 19)	\$ 9,052,650	\$ 20,114,165	\$ 25,687,488	\$ 57,399,762
21	MAXIMUM ASSESSABLE FEE PER SERVICE UNIT (LINE 20 / LINE 7)	\$ 499	\$ 1,261	\$ 2,127	\$ 3,452

C. SERVICE UNIT DEMAND PER UNIT OF DEVELOPMENT

The Roadway Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City utilizes the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in Table 17. This table lists the predominant land uses that may occur within the City of College Station. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of uses are found in this table. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

The trip rates presented for each land use are a fundamental component of the LUVMET. The trip rate is the average number of trips generated during the afternoon peak hour by each land use per development unit. The next column, if applicable to the land use, presents the number of trips to and from certain land uses reduced by pass-by trips, as previously discussed.

The source of the trip generation and pass-by statistics is ITE's Trip Generation Manual, 11th Edition, the latest edition of the definitive source for trip generation data. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning.

To convert vehicle trips to vehicle-miles, it is necessary to multiply trips by trip length. The adjusted trip length values are based on the Regional Origin-Destination Travel Survey performed by the NHTS. The other adjustment to trip length is the 50% origin-destination reduction to avoid double counting of trips. At this stage, another important aspect of the state law is applied – the limit on transportation service unit demand. If the adjusted trip length is above the maximum service area trip length, the maximum trip length used for calculation is reduced. This reduction, as discussed previously, limits the maximum trip length to the approximate size of the service areas.

The remaining column in the LUVMET shows the vehicle-miles per development unit. This number is the product of the trip rate and the maximum trip length. This number, previously referred to as the Transportation Demand Factor, is used in the impact fee estimate to compute the number of service units attributed to each land use category. The number of service units is multiplied by the impact fee rate (established by City ordinance) in order to determine the impact fee for a development.

Table 17. Land-Use Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Max Trip Length (mi)	Veh-Mi Per Dev Unit
PORT AND TERMINAL								
Truck Terminal	030	1,000 SF GFA	1.87			1.87	4.00	7.48
INDUSTRIAL								
General Light Industrial	110	1,000 SF GFA	0.65			0.65	4.00	2.60
Industrial Park	130	1,000 SF GFA	0.34			0.34	4.00	1.36
Warehousing	150	1,000 SF GFA	0.18			0.18	4.00	0.72
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	4.00	0.60
RESIDENTIAL								
Single-Family Detached Housing	210	Dwelling Unit	0.94			0.94	4.00	3.76
Single-Family Attached Housing	215	Dwelling Unit	0.57			0.57	4.00	2.28
Multi-family Housing (Low-Rise)	220	Dwelling Unit	0.51			0.51	4.00	2.04
Multi-family Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	4.00	1.56
Multi-family Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	4.00	1.28
Off-Campus Student Apartment (Mid-Rise)	226	Bedrooms	0.21			0.21	4.00	0.84
Mid-Rise Residential with 1st Floor Commercial	231	Dwelling Unit	0.17			0.17	4.00	0.68
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.58			0.58	4.00	2.32
Senior Adult Housing - Single-Family	251	Dwelling Unit	0.30			0.30	4.00	1.20
Senior Adult Housing - Multi-Family	252	Dwelling Unit	0.25			0.25	4.00	1.00
Assisted Living	254	Beds	0.24			0.24	4.00	0.96
LODGING								
Hotel	310	Room	0.59			0.59	2.00	1.18
Motel / Other Lodging Facilities	320	Room	0.36			0.36	2.00	0.72
RECREATIONAL								
Miniature Golf Course	431	Holes	0.33			0.33	2.00	0.66
Golf Driving Range	432	Tees	1.25			1.25	2.00	2.50
Multipurpose Recreational Facility	435	1,000 SF GFA	3.58			3.58	2.00	7.16
Multiplex Movie Theater	445	Screens	13.96			13.96	2.00	27.92
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	2.00	2.66
Health/Fitness Club	492	1,000 SF GFA	3.45			3.45	2.00	6.90
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	2.00	5.00
INSTITUTIONAL								
Private School (K-8)	530	Students	0.26			0.26	2.00	0.52
Private High School	534	Students	0.19			0.19	2.00	0.38
Charter Elementary School	536	Students	0.16			0.16	2.00	0.32
Junior / Community College	540	Students	0.11			0.11	2.00	0.22
Church	560	1,000 SF GFA	0.49			0.49	2.00	0.98
Day Care Center	565	1,000 SF GFA	11.12	44%	C	6.23	1.75	10.87
MEDICAL								
Hospital	610	1,000 SF GFA	0.86			0.86	4.00	3.44
Nursing Home	620	Beds	0.14			0.14	4.00	0.56
Clinic	630	1,000 SF GFA	3.69			3.69	4.00	14.76
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	4.00	9.88
OFFICE								
General Office Building	710	1,000 SF GFA	1.44			1.44	4.00	5.76
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	4.00	7.04
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	4.00	15.72
Office Park	750	1,000 SF GFA	1.30			1.30	4.00	5.20

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (September 2017)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: 2021 Pass-By Tables for ITETripGen Appendices

Table 17 Continued. Land-Use Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Max Trip Length (mi)	Veh-Mi Per Dev Unit
COMMERCIAL								
Automobile Related								
Automobile Sales (New)	840	1,000 SF GFA	2.42	20%	B	1.94	2.00	3.87
Automobile Sales (Used)	841	1,000 SF GFA	3.75	20%	B	3.00	2.00	6.00
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	2.00	5.59
Tire Store	848	1,000 SF GFA	3.75	25%	C	2.81	2.00	5.63
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	2.00	5.82
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	2.00	3.73
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	18.42	56%	B	8.10	0.60	4.86
Self-Service Car Wash	947	Stalls	5.54	40%	B	3.32	0.60	1.99
Car Wash and Detail Center	949	Stalls	13.60	40%	B	8.16	0.60	4.90
Dining								
Fast Casual Restaurant	930	1,000 SF GFA	12.55	43%	A	7.15	2.00	14.31
Fine Dining Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	2.00	8.74
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	A	5.16	2.00	10.32
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	33.21	50%	B	16.61	2.00	33.21
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.03	50%	A	16.52	2.00	33.03
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	38.99	70%	A	11.70	2.00	23.39
Other Retail								
Free-Standing Discount Store	815	1,000 SF GFA	4.86	20%	C	3.89	2.00	7.78
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	2.00	9.72
Shopping Center (>150k SF)	820	1,000 SF GFA	3.40	34%	A	2.24	2.00	4.49
Shopping Plaza (40-150k SF)	821	1,000 SF GFA	5.19	40%	C	3.11	2.00	6.23
Strip Retail Plaza (<40k SF)	822	1,000 SF GFA	6.59	40%	B	3.95	2.00	7.91
Supermarket	850	1,000 SF GFA	8.95	24%	C	6.80	2.00	13.60
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	A	1.33	2.00	2.66
Toy/Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	2.00	7.00
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	2.00	2.73
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.51	53%	A	4.00	2.00	8.00
Pharmacy/Drugstore with Drive-Thru Window	881	1,000 SF GFA	10.25	49%	A	5.23	2.00	10.46
Drive-In Bank	912	Drive-in Lanes	27.07	35%	A	17.60	2.00	35.19

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (September 2017)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: 2021 Pass-By Tables for ITETripGen Appendices

6. SAMPLE CALCULATIONS

The following section details two examples of maximum assessable Roadway Impact Fee calculations.

Example 1:

Development Type - One Unit of Single-Family Housing in Service Area A

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 17 [Land Use – Vehicle-mile Equivalency Table]</i> Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 3.76
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	<i>From Table 16, Line 21 [Maximum Assessable Fee Per Service Unit]</i> Service Area A: \$499
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 1 * 3.76 * \$499 Maximum Assessable Impact Fee = \$1,876

Example 2:

Development Type – 125,000 square foot Shopping Center in Service Area C

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 17 [Land Use – Vehicle-mile Equivalency Table]</i> Development Type: 125,000 square feet of Shopping Center Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 4.49
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit
	<i>From Table 16, Line 21 [Maximum Assessable Fee Per Service Unit]</i> Service Area C: \$2,127
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 125 * 4.49 * \$2,127 Maximum Assessable Impact Fee = \$1,193,778

7. CONCLUSION

The City of College Station has established a process to implement the assessment and collection of Roadway Impact Fees through the adoption of an impact fee ordinance that is consistent with Chapter 395 of the Texas Local Government Code.

This report establishes the maximum allowable Roadway Impact Fee that could be assessed by the City of College Station within each service area. The maximum assessable Roadway Impact Fees calculated in this report are as shown below:

Service Area	A	B	C	D
2021 Maximum Assessable Fee Per Service Unit (\$/Veh-mi)	\$499	\$1,261	\$2,127	\$3,452

This document serves as a guide to the assessment of Roadway Impact Fees pertaining to future development and the City's need for roadway improvements to accommodate that growth. Following the public hearing process, the City Council may establish an amount to be assessed (if any) up to the maximum established within this report and update the Roadway Impact Fee Ordinance accordingly.

In conclusion, it is our opinion that the data and methodology used in this update are appropriate and consistent with Chapter 395 of the Texas Local Government Code. Furthermore, the Land Use Assumptions and the proposed Capital Improvement Plan are appropriately incorporated into the process.

8. APPENDICES

- A. CONCEPTUAL LEVEL PROJECT COST PROJECTIONS**
- B. CIP SERVICE UNITS OF SUPPLY**
- C. EXISTING FACILITIES INVENTORY**
- D. PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT**

A. CONCEPTUAL LEVEL PROJECT COST PROJECTIONS

DRAFT

City of College Station - 2021 Roadway Impact Fee Update

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Projects

Roadway Improvements - College Station Service Area A

Project ID	Functional Class	Project	Limits		Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
			From	To				
A-1	4 LANE MINOR ARTERIAL	GEORGE BUSH DRIVE E	DOMINIK DRIVE	HARVEY ROAD	WIDENING	100%	\$ 2,409,500	\$ 2,409,500
A-2	2 LANE MAJOR COLLECTOR	LASSIE LANE	STERLING STREET	MANUEL DRIVE	FUTURE	100%	\$ 860,066	\$ 860,066
A-3	2 LANE MAJOR COLLECTOR	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S	TEXAS AVENUE S	FUTURE	100%	\$ 2,423,520	\$ 2,423,520
A-4	4 LANE MAJOR ARTERIAL - TxDOT	HARVEY ROAD	SH 6 NBFR	BOONVILLE ROAD	WIDENING	100%	\$ 2,509,696	\$ 2,509,696
A-5, D-1	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	SH 6 NBFR	STONEBROOK DRIVE	PARTIAL WIDENING	50%	\$ 2,164,000	\$ 1,082,000
A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE	TOWN LAKE DRIVE	WIDENING	50%	\$ 5,136,000	\$ 2,568,000
A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD	1055' E OF ROCK PRAIRIE ROAD	FUTURE	50%	\$ 1,758,000	\$ 879,000
Intersections								
1	UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL					100%	\$ 400,000	\$ 400,000
2	HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET					100%	\$ 566,992	\$ 566,992
3	TEXAS AVENUE S AND BROTHERS BOULEVARD					50%	\$ 397,476	\$ 198,738

NOTE: These planning level cost projections listed in **Appendix A** have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station. These planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix A** due to some projects that are split between City limits and ETJ.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	A-1
Name:	GEORGE BUSH DRIVE E	This project consists of the widening to a 4 lane minor arterial.		
Limits:	DOMINIK DRIVE to HARVEY ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	1,508			
Service Area(s):	A			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	6,032	cy	\$ 9.00	\$ 54,288
209	8" Lime Stabilization (with Lime @ 36#/sy)	11,729	sy	\$ 7.00	\$ 82,102
309	Reinforced Concrete Pavement (10") with Integral Curb	11,059	sy	\$ 65.00	\$ 718,813
409	4" Topsoil	4,524	sy	\$ 4.00	\$ 18,096
509	6' Concrete Sidewalk	18,096	sf	\$ 6.00	\$ 108,576
609	Turn Lanes and Median Openings	1,424	sy	\$ 72.00	\$ 102,544
Paving Construction Cost Subtotal:					\$ 1,084,420
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	54,221
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	32,533
✓	Roadway Drainage	Standard Internal System	25%	\$	271,105
✓	Illumination		6%	\$	65,065
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	32,533
✓	Sewer	Minor Adjustments	2%	\$	21,688
✓	Landscaping and Irrigation		4%	\$	43,377
	Miscellaneous:		\$0	\$	-
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	520,521
Paving and Allowance Subtotal:					\$ 1,604,941
Construction Contingency:				15%	\$ 240,741
Mobilization				5%	\$ 80,247
Prep ROW				3%	\$ 48,148
Construction Cost TOTAL:					\$ 1,975,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,975,000
Engineering/Survey/Testing:		12%	\$ 237,000
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 197,500
Impact Fee Project Cost TOTAL:			\$ 2,409,500

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	A-2
Name:	LASSIE LANE	This project consists of the construction of a new two 2 lane major collector to connect Lassie Lane and Cornell Drive.		
Limits:	STERLING STREET to MANUEL DRIVE			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	313			
Service Area(s):	A			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	991	cy	\$ 9.00	\$ 8,921
212	6" Lime Stabilization (with Lime @ 36#/sy)	1,948	sy	\$ 5.50	\$ 10,712
312	Reinforced Concrete Pavement (8") with Integral Curb	1,878	sy	\$ 55.00	\$ 103,290
412	4" Topsoil	487	sy	\$ 4.00	\$ 1,948
512	6' Concrete Sidewalk	3,756	sf	\$ 6.00	\$ 22,536
611	Turn Lanes and Median Openings	0	sy	\$ 60.50	\$ -
Paving Construction Cost Subtotal:					\$ 147,406
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
	Traffic Control	None Anticipated		0%	\$ -
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 4,422
✓	Roadway Drainage	Standard Internal System		25%	\$ 36,851
✓	Illumination			6%	\$ 8,844
	Special Drainage Structures	None Anticipated		0%	\$ -
✓	Water	Minor Adjustments		3%	\$ 4,422
✓	Sewer	Minor Adjustments		2%	\$ 2,948
✓	Landscaping and Irrigation			4%	\$ 5,896
	Miscellaneous:			\$0	\$ -
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 63,384
				Paving and Allowance Subtotal:	\$ 210,790
				Construction Contingency:	15% \$ 31,619
				Mobilization	5% \$ 10,540
				Prep ROW	3% \$ 6,324
				Construction Cost TOTAL:	\$ 260,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 260,000
Engineering/Survey/Testing:		12%	\$ 31,200
Previous City contribution			
Other			
ROW/Easement Acquisition:	Two Properties to Connect Lassie and Cornell		\$ 568,866
Impact Fee Project Cost TOTAL:			\$ 860,066

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No. A-3
Name:	DARTMOUTH STREET	This project consists of the construction of a new two 2 lane major collector.	
Limits:	720' S OF HARVEY MITCHELL PARKWAY S to TEXAS AVENUE S		
Impact Fee Class:	2 LANE MAJOR COLLECTOR		
Length (lf):	2,216		
Service Area(s):	A		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	7,017	cy	\$ 9.00	\$ 63,156
212	6" Lime Stabilization (with Lime @ 36#/sy)	13,788	sy	\$ 5.50	\$ 75,836
312	Reinforced Concrete Pavement (8") with Integral Curb	13,296	sy	\$ 55.00	\$ 731,280
412	4" Topsoil	3,447	sy	\$ 4.00	\$ 13,788
512	6' Concrete Sidewalk	26,592	sf	\$ 6.00	\$ 159,552
611	Turn Lanes and Median Openings	0	sy	\$ 60.50	\$ -
Paving Construction Cost Subtotal:					\$ 1,043,613
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
Traffic Control		None Anticipated	0%	\$ -	
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$ 31,308	
✓	Roadway Drainage	Standard Internal System	25%	\$ 260,903	
✓	Illumination		6%	\$ 62,617	
Special Drainage Structures		None Anticipated	0%	\$ -	
✓	Water	Minor Adjustments	3%	\$ 31,308	
✓	Sewer	Minor Adjustments	2%	\$ 20,872	
✓	Landscaping and Irrigation		4%	\$ 41,745	
Miscellaneous:			\$0	\$ -	
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$ 448,754	
Paving and Allowance Subtotal:				\$ 1,492,366	
Construction Contingency:				15%	\$ 223,855
Mobilization				5%	\$ 74,618
Prep ROW				3%	\$ 44,771
Construction Cost TOTAL:				\$ 1,836,000	

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,836,000
Engineering/Survey/Testing:		12%	\$ 220,320
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 367,200
Impact Fee Project Cost TOTAL:			\$ 2,423,520

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	A-4
Name:	HARVEY ROAD	This project consists of the widening to a 4 lane major arterial. This project includes an anticipated contribution from the City of College Station to TxDOT.		
Limits:	SH 6 NBFR to BOONVILLE ROAD			
Impact Fee Class:	4 LANE MAJOR ARTERIAL - TxDOT			
Length (lf):	12,074			
Service Area(s):	A			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	48,296	cy	\$ 9.00	\$ 434,664
203	2" Asphalt (Type C)	85,860	sy	\$ 7.75	\$ 665,412
303	4" Asphalt Base (Type B)	85,860	sy	\$ 11.50	\$ 987,385
403	6" Asphalt Base (Type B)	91,226	sy	\$ 21.00	\$ 1,915,741
503	12" Lime Stabilization (with Lime @ 50#/sy)	93,909	sy	\$ 8.00	\$ 751,271
603	6' Concrete Sidewalk	27	sf	\$ 6.00	\$ 165
703	Machine Laid Curb & Gutter	24,148	lf	\$ 10.00	\$ 241,480
803	Turn Lanes and Median Openings	11,403	sy	\$ 48.25	\$ 550,205
Paving Construction Cost Subtotal:					\$ 5,546,323
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	277,316
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	166,390
✓	Roadway Drainage	Standard Internal System	25%	\$	1,386,581
✓	Illumination		6%	\$	332,779
	Special Drainage Structures	Carters Creek Crossing	0%	\$	500,000
✓	Water	Minor Adjustments	3%	\$	166,390
✓	Sewer	Minor Adjustments	2%	\$	110,926
✓	Landscaping and Irrigation		4%	\$	221,853
✓	Miscellaneous:	Associates Intersection	\$0	\$	400,000
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	3,562,235
Paving and Allowance Subtotal:					\$ 9,108,558
Construction Contingency:				15%	\$ 1,366,284
Mobilization				5%	\$ 455,428
Prep ROW				3%	\$ 273,257
Construction Cost TOTAL:					\$ 11,204,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 11,204,000
Engineering/Survey/Testing:		12%	\$ 1,344,480
Previous City contribution			
Other			
ROW/Easement Acquisition:	TxDOT Roadway	0%	\$ -
Impact Fee Project Cost TOTAL (20% City Contribution)			\$ 2,509,696

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	A-5, D-1
Name:	ROCK PRAIRIE ROAD	This project consists of the widening to a 4 lane major arterial. This consists of the two additional lanes.		
Limits:	SH 6 NBFR to STONEBROOK DRIVE			
Impact Fee Class:	4 LANE MAJOR ARTERIAL (1/2)			
Length (lf):	2,168			
Service Area(s):	A/D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation	4,336	cy	\$ 9.00	\$ 39,024
204	8" Lime Stabilization (with Lime @ 36#/sy)	8,431	sy	\$ 7.00	\$ 59,018
304	Reinforced Concrete Pavement (10") with Integral Curb	7,949	sy	\$ 65.00	\$ 516,707
404	4" Topsoil	5,300	sy	\$ 4.00	\$ 21,198
504	6' Concrete Sidewalk	13,008	sf	\$ 6.00	\$ 78,048
604	Turn Lanes and Median Openings	1,055	sy	\$ 72.00	\$ 75,946
Paving Construction Cost Subtotal:					\$ 789,940
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	39,497
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	23,698
✓	Roadway Drainage	Standard Internal System	25%	\$	197,485
✓	Illumination		6%	\$	47,396
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	23,698
✓	Sewer	Minor Adjustments	2%	\$	15,799
✓	Landscaping and Irrigation		4%	\$	31,598
✓	Miscellaneous:	Signal at Stonebrook	\$0	\$	350,000
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	729,171
Paving and Allowance Subtotal:					\$ 1,519,112
Construction Contingency:				15%	\$ 227,867
Mobilization				5%	\$ 75,956
Prep ROW				3%	\$ 45,573
Construction Cost TOTAL:					\$ 1,869,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,869,000
Engineering/Survey/Testing:	2020-2021 CIP		\$ 108,453
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 186,900
Impact Fee Project Cost TOTAL:			\$ 2,164,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	A-6, D-2
Name:	ROCK PRAIRIE ROAD	This project consists of the widening to a 4 lane major arterial.		
Limits:	STONEBROOK DRIVE to TOWN LAKE DRIVE			
Impact Fee Class:	4 LANE MAJOR ARTERIAL			
Length (lf):	3,129			
Service Area(s):	A/D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	12,516	cy	\$ 9.00	\$ 112,644
203	8" Lime Stabilization (with Lime @ 36#/sy)	24,337	sy	\$ 7.00	\$ 170,357
303	Reinforced Concrete Pavement (10") with Integral Curb	22,946	sy	\$ 65.00	\$ 1,491,490
403	4" Topsoil	9,387	sy	\$ 4.00	\$ 37,548
503	6' Concrete Sidewalk	37,548	sf	\$ 6.00	\$ 225,288
603	Turn Lanes and Median Openings	2,955	sy	\$ 72.00	\$ 212,772
Paving Construction Cost Subtotal:					\$ 2,250,099
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	112,505
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	67,503
✓	Roadway Drainage	Standard Internal System	25%	\$	562,525
✓	Illumination		6%	\$	135,006
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	67,503
✓	Sewer	Minor Adjustments	2%	\$	45,002
✓	Landscaping and Irrigation		4%	\$	90,004
✓	Miscellaneous:	Signal at Stonebrook	\$0	\$	350,000
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	1,430,047
Paving and Allowance Subtotal:					\$ 3,680,146
Construction Contingency:				15%	\$ 552,022
Mobilization				5%	\$ 184,007
Prep ROW				3%	\$ 110,404
Construction Cost TOTAL:					\$ 4,527,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,527,000
Engineering/Survey/Testing:	2020-2021 CIP		\$ 156,527
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 452,700
Impact Fee Project Cost TOTAL:			\$ 5,136,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	A-7, D-8
Name:	BIRD POND ROAD	This project consists of the realignment and construction of a new 4 lane major arterial.		
Limits:	ROCK PRAIRIE ROAD to 1055' E OF ROCK PRAIRIE ROAD			
Impact Fee Class:	4 LANE MAJOR ARTERIAL			
Length (lf):	1,053			
Service Area(s):	A/D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	4,212	cy	\$ 9.00	\$ 37,908
203	8" Lime Stabilization (with Lime @ 36#/sy)	8,190	sy	\$ 7.00	\$ 57,330
303	Reinforced Concrete Pavement (10") with Integral Curb	7,722	sy	\$ 65.00	\$ 501,930
403	4" Topsoil	3,159	sy	\$ 4.00	\$ 12,636
503	6' Concrete Sidewalk	12,636	sf	\$ 6.00	\$ 75,816
603	Turn Lanes and Median Openings	995	sy	\$ 72.00	\$ 71,604
Paving Construction Cost Subtotal:					\$ 757,224
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
	Traffic Control	None Anticipated	0%	\$	-
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	22,717
✓	Roadway Drainage	Standard Internal System	25%	\$	189,306
✓	Illumination		6%	\$	45,433
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	22,717
✓	Sewer	Minor Adjustments	2%	\$	15,144
✓	Landscaping and Irrigation		4%	\$	30,289
	Miscellaneous:		\$0		
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	325,606
Paving and Allowance Subtotal:					\$ 1,082,830
Construction Contingency:				15%	\$ 162,425
Mobilization				5%	\$ 54,142
Prep ROW				3%	\$ 32,485
Construction Cost TOTAL:					\$ 1,332,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,332,000
Engineering/Survey/Testing:		12%	\$ 159,840
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 266,400
Impact Fee Project Cost TOTAL:			\$ 1,758,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station - 2021 Roadway Impact Fee Update
Capital Improvement Plan for Roadway Impact Fees
Summary of Conceptual Level Projects

Roadway Improvements - College Station Service Area B

Project ID	Functional Class	Project	Limits		Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
			From	To				
B-1	4 LANE MINOR ARTERIAL	F & B ROAD	160' E OF TURKEY CREEK ROAD	HARVEY MITCHELL PARKWAY S	WIDENING	100%	\$ 4,106,520	\$ 4,106,520
B-2	4 LANE MINOR ARTERIAL (1/2)	LUTHER STREET W	HARVEY MITCHELL PARKWAY	JONES BUTLER ROAD	PARTIAL WIDENING	100%	\$ 2,903,600	\$ 2,903,600
B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY	WELLBORN ROAD	WIDENING	50%	\$ 4,659,868	\$ 2,329,934
B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE	SH 6	CONSTRUCTED	50%	\$ 4,017,530	\$ 2,008,765
B-5	2 LANE MAJOR COLLECTOR	TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR	RAYMOND STOTZER PARKWAY WBFR	WIDENING	100%	\$ 3,278,140	\$ 3,278,140
B-6	6 LANE MAJOR ARTERIAL - TxDOT	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY	WELLBORN ROAD	WIDENING	100%	\$ 1,407,527	\$ 1,407,527
B-7	4 LANE MINOR ARTERIAL	PENBERTHY ROAD	GEORGE BUSH DRIVE	LUTHER STREET W	CONSTRUCTED	100%	\$ 3,080,683	\$ 3,080,683
B-8	6 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	GEORGE BUSH DRIVE	940' N OF HARVEY MITCHELL PARKWAY S	PARTIAL WIDENING	100%	\$ 1,486,464	\$ 1,486,464
B-9	2 LANE MAJOR COLLECTOR	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S	HOLLEMAN DRIVE S	FUTURE	100%	\$ 9,652,780	\$ 9,652,780
B-10	4 LANE MINOR ARTERIAL	HOLLEMAN DRIVE S	N DOWLING ROAD	290' S OF ROCK PRAIRIE ROAD W	CONSTRUCTED	100%	\$ 10,631,012	\$ 10,631,012
Intersections								
3		TEXAS AVENUE S AND BROTHERS BOULEVARD				50%	\$ 397,476	\$ 198,738
4		WELLBORN ROAD AND GEORGE BUSH DRIVE				100%	\$ 1,190,232	\$ 1,190,232
5		WELLBORN ROAD AND HOLLEMAN DRIVE				100%	\$ 644,445	\$ 644,445
6		WELLBORN ROAD AND DEACON DRIVE				100%	\$ 4,532,013	\$ 4,532,013
7		HOLLEMAN DRIVE W AND JONES BUTLER ROAD				100%	\$ 572,000	\$ 572,000
8		LONGMIRE DRIVE AND PONDEROSA DRIVE				100%	\$ 350,000	\$ 350,000

NOTE: These planning level cost projections listed in **Appendix A** have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station. These planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix A** due to some projects that are split between City limits and ETJ.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-1
Name:	F & B ROAD	This project consists of the widening to a 4 lane minor arterial.		
Limits:	160' E OF TURKEY CREEK ROAD to HARVEY MITCHELL			
Impact Fee Class:	PARKWAY S			
Length (lf):	4 LANE MINOR ARTERIAL			
Service Area(s):	2,571			
	B			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
109	Unclassified Street Excavation	10,284	cy	\$ 9.00	\$ 92,556
209	8" Lime Stabilization (with Lime @ 36#/sy)	19,997	sy	\$ 7.00	\$ 139,977
309	Reinforced Concrete Pavement (10") with Integral Curb	18,854	sy	\$ 65.00	\$ 1,225,510
409	4" Topsoil	7,713	sy	\$ 4.00	\$ 30,852
509	6' Concrete Sidewalk	30,852	sf	\$ 6.00	\$ 185,112
609	Turn Lanes and Median Openings	2,428	sy	\$ 72.00	\$ 174,828
Paving Construction Cost Subtotal:					\$ 1,848,835
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	92,442
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	55,465
✓	Roadway Drainage	Standard Internal System	25%	\$	462,209
✓	Illumination		6%	\$	110,930
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	55,465
✓	Sewer	Minor Adjustments	2%	\$	36,977
✓	Landscaping and Irrigation		4%	\$	73,953
	Miscellaneous:		\$0	\$	-
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	887,441
Paving and Allowance Subtotal:				\$	2,736,275
Construction Contingency:				15%	\$ 410,441
Mobilization				5%	\$ 136,814
Prep ROW				3%	\$ 82,088
Construction Cost TOTAL:				\$	3,366,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 3,366,000
Engineering/Survey/Testing:		12%	\$ 403,920
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 336,600
Impact Fee Project Cost TOTAL:			\$ 4,106,520

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-2
Name:	LUTHER STREET W	This project consists of the widening to a 4 lane minor arterial. This consists of the two additional lanes.		
Limits:	HARVEY MITCHELL PARKWAY to JONES BUTLER ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL (1/2)			
Length (lf):	3,587			
Service Area(s):	B			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	7,174	cy	\$ 9.00	\$ 64,566
210	8" Lime Stabilization (with Lime @ 36#/sy)	13,949	sy	\$ 7.00	\$ 97,646
310	Reinforced Concrete Pavement (10") with Integral Curb	13,152	sy	\$ 65.00	\$ 854,902
410	4" Topsoil	8,768	sy	\$ 4.00	\$ 35,073
510	6' Concrete Sidewalk	21,522	sf	\$ 6.00	\$ 129,132
610	Turn Lanes and Median Openings	1,745	sy	\$ 72.00	\$ 125,654
Paving Construction Cost Subtotal:					\$ 1,306,972
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	65,349
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	39,209
✓	Roadway Drainage	Standard Internal System	25%	\$	326,743
✓	Illumination		6%	\$	78,418
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	39,209
✓	Sewer	Minor Adjustments	2%	\$	26,139
✓	Landscaping and Irrigation		4%	\$	52,279
	Miscellaneous:		\$0	\$	-
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	627,347
Paving and Allowance Subtotal:					\$ 1,934,319
Construction Contingency:				15%	\$ 290,148
Mobilization				5%	\$ 96,716
Prep ROW				3%	\$ 58,030
Construction Cost TOTAL:					\$ 2,380,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,380,000
Engineering/Survey/Testing:		12%	\$ 285,600
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 238,000
Impact Fee Project Cost TOTAL:			\$ 2,903,600

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-3, C-1
Name:	ROCK PRAIRIE ROAD WEST		This project consists of the widening to a 4 lane minor arterial.	
Limits:	715' W OF TOWERS PARKWAY to WELLBORN ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	3,335			
Service Area(s):	B/C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:	Bid Tabulation on July 23rd, 2021 2020-2021 CIP County Contribution	-	\$ 4,992,868
Engineering/Survey/Testing:			\$ 867,000
Previous City contribution			\$ (1,200,000)
Other			
ROW/Easement Acquisition:			\$ -
Impact Fee Project Cost TOTAL:			\$ 4,659,868

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-4, C-2
Name:	ROCK PRAIRIE ROAD	This project consists of the previously completed widening to a 6 lane major arterial and includes engineering costs for the Rock Prairie Bridge.		
Limits:	NORMAND DRIVE to SH 6			
Impact Fee Class:	6 LANE MAJOR ARTERIAL			
Length (lf):	2,556			
Service Area(s):	B/C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures			\$ 4,017,530
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 4,017,530

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-5
Name:	TURKEY CREEK ROAD 2775' N OF RAYMOND STOTZER PARKWAY WBFR to		This project consists of the widening to a 2 lane major collector.	
Limits:	RAYMOND STOTZER PARKWAY WBFR			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	2,775			
Service Area(s):	B			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	8,788	cy	\$ 9.00	\$ 79,088
212	6" Lime Stabilization (with Lime @ 36#/sy)	17,267	sy	\$ 5.50	\$ 94,967
312	Reinforced Concrete Pavement (8") with Integral Curb	16,650	sy	\$ 55.00	\$ 915,750
412	4" Topsoil	4,317	sy	\$ 4.00	\$ 17,267
512	6' Concrete Sidewalk	33,300	sf	\$ 6.00	\$ 199,800
611	Turn Lanes and Median Openings	0	sy	\$ 60.50	\$ -
Paving Construction Cost Subtotal:					\$ 1,306,871
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control		5%	\$ 65,344
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 39,206
√	Roadway Drainage	Standard Internal System		25%	\$ 326,718
√	Illumination			6%	\$ 78,412
	Special Drainage Structures	Minor Stream Crossing		0%	\$ 250,000
√	Water	Minor Adjustments		3%	\$ 39,206
√	Sewer	Minor Adjustments		2%	\$ 26,137
√	Landscaping and Irrigation			4%	\$ 52,275
	Miscellaneous:			\$0	\$ -
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 877,298
				Paving and Allowance Subtotal:	\$ 2,184,169
				Construction Contingency:	15% \$ 327,625
				Mobilization	5% \$ 109,208
				Prep ROW	3% \$ 65,525
				Construction Cost TOTAL:	\$ 2,687,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 2,687,000
Engineering/Survey/Testing:		12%	\$ 322,440
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 268,700
Impact Fee Project Cost TOTAL:			\$ 3,278,140

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-6
Name:	HARVEY MITCHELL PARKWAY S	This project consists of the widening to a 6 lane major arterial. This consists of the two additional lanes. The traffic signals located at George Bush Dr, Luther St, & Holleman Dr will be designed to accommodate this expansion.		
Limits:	RAYMOND STOTZER PARKWAY to WELLBORN ROAD			
Impact Fee Class:	6 LANE MAJOR ARTERIAL - TxDOT			
Length (lf):	13,848			
Service Area(s):	B			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	\$ 1,407,527
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 1,407,527

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-7
Name:	PENBERTHY ROAD	This project consists of the previously completed construction of a 4 lane minor arterial.		
Limits:	GEORGE BUSH DRIVE to LUTHER STREET W			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	2,127			
Service Area(s):	B			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures			\$ 3,080,683
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 3,080,683

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-8
Name:	WELLBORN ROAD GEORGE BUSH DRIVE to 940' N OF HARVEY MITCHELL		This project consists of the widening to a 6 lane major arterial. This project includes an anticipated contribution from the City of College Station to TxDOT.	
Limits:	PARKWAY S			
Impact Fee Class:	6 LANE MAJOR ARTERIAL - TxDOT			
Length (lf):	6,481			
Service Area(s):	B			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	28,804	cy	\$ 9.00	\$ 259,240
201	2" Asphalt (Type C)	51,848	sy	\$ 7.75	\$ 401,822
301	4" Asphalt Base (Type B)	51,848	sy	\$ 11.50	\$ 596,252
401	6" Asphalt Base (Type B)	54,728	sy	\$ 21.00	\$ 1,149,297
501	12" Lime Stabilization (with Lime @ 50#/sy)	56,169	sy	\$ 8.00	\$ 449,349
601	6' Concrete Sidewalk and 12' Concrete Shared-Use Path	22	sf	\$ 6.00	\$ 133
701	Machine Laid Curb & Gutter	25,924	lf	\$ 10.00	\$ 259,240
801	Turn Lanes and Median Openings	7,479	sy	\$ 48.25	\$ 360,878
Paving Construction Cost Subtotal:					\$ 3,476,211
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control		5%	\$ 173,811
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 104,286
✓	Roadway Drainage	Standard Internal System		25%	\$ 869,053
✓	Illumination			6%	\$ 208,573
	Special Drainage Structures	Minor Stream Crossing		0%	\$ 250,000
✓	Water	Minor Adjustments		3%	\$ 104,286
✓	Sewer	Minor Adjustments		2%	\$ 69,524
✓	Landscaping and Irrigation			4%	\$ 139,048
	Miscellaneous:			\$0	\$ -
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 1,918,581
				Paving and Allowance Subtotal:	\$ 5,394,793
				Construction Contingency:	15% \$ 809,219
				Mobilization	5% \$ 269,740
				Prep ROW	3% \$ 161,844
				Construction Cost TOTAL:	\$ 6,636,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,636,000
Engineering/Survey/Testing:		12%	\$ 796,320
Previous City contribution			
Other			
ROW/Easement Acquisition:	TxDOT Roadway	0%	\$ -
Impact Fee Project Cost TOTAL (20% City Contribution)			\$ 1,486,464

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-9
Name:	JONES BUTLER ROAD	This project consists of the construction of a new two 2 lane major collector. A five leg roundabout will be constructed to connect Jones Butler Rd to Holleman Dr and North Dowling Road.		
Limits:	HARVEY MITCHELL PARKWAY S to HOLLEMAN DRIVE S			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	1,146			
Service Area(s):	B			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP		\$ 8,242,780
Engineering/Survey/Testing:	2020-2021 CIP		\$ 1,360,000
Previous City contribution			
Other			
ROW/Easement Acquisition:	2020-2021 CIP		\$ 50,000
Impact Fee Project Cost TOTAL:			\$ 9,652,780

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No. B-10
Name:	HOLLEMAN DRIVE S		This project consists of the previously completed widening to a 4 lane minor arterial.
Limits:	N DOWLING ROAD to 290' S OF ROCK PRAIRIE ROAD W		
Impact Fee Class:	4 LANE MINOR ARTERIAL		
Length (lf):	8,542		
Service Area(s):	B		

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures			\$ 10,631,012
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 10,631,012

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station - 2021 Roadway Impact Fee Update
Capital Improvement Plan for Roadway Impact Fees
Summary of Conceptual Level Projects

Roadway Improvements - College Station Service Area C

Project ID	Functional Class	Project	Limits		Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
			From	To				
B-3, C-1	4 LANE MINOR ARTERIAL	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY	WELLBORN ROAD	WIDENING	50%	\$ 4,659,868	\$ 2,329,934
B-4, C-2	6 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	NORMAND DRIVE	SH 6	CONSTRUCTED	50%	\$ 4,017,530	\$ 2,008,765
C-3	4 LANE MINOR ARTERIAL	BARRON ROAD	WS PHILLIPS PARKWAY	DECATUR DRIVE	CONSTRUCTED	100%	\$ 5,795,317	\$ 5,795,317
C-4	4 LANE MINOR ARTERIAL	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD	WELLBORN ROAD	FUTURE	100%	\$ 2,765,575	\$ 2,765,575
C-5	4 LANE MINOR ARTERIAL	BARRON ROAD	WELLBORN ROAD	WS PHILLIPS PARKWAY	WIDENING	100%	\$ 4,712,977	\$ 4,712,977
C-6	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY	ARRINGTON ROAD	WIDENING	100%	\$ 10,550,324	\$ 10,550,324
C-7	4 LANE MINOR ARTERIAL	GREENS PRAIRIE ROAD	WELLBORN ROAD	1290' E OF CREEK MEADOW BOULEVARD N	CONSTRUCTED	100%	\$ 8,918,740	\$ 8,918,740
C-8	4 LANE MAJOR ARTERIAL	TOWERS PARKWAY	ROCK PRAIRIE ROAD W	WELLBORN ROAD	CONSTRUCTED	100%	\$ 10,030,680	\$ 10,030,680
C-9	4 LANE MAJOR ARTERIAL - TxDOT	WELLBORN ROAD	CAPSTONE DRIVE	540' S OF GREENS PRAIRIE ROAD	WIDENING	100%	\$ 2,407,328	\$ 2,407,328
C-10	4 LANE MINOR ARTERIAL (1/2)	WS PHILLIPS PARKWAY	BARRON ROAD	GREENS PRAIRIE ROAD	PARTIAL WIDENING	100%	\$ 5,844,160	\$ 5,844,160
C-11	4 LANE MINOR ARTERIAL (50%)	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD	ARRINGTON ROAD	FUTURE	100%	\$ 7,311,480	\$ 7,311,480
C-12	4 LANE MINOR ARTERIAL (50%)	ROYDER ROAD EXTENSION	I-GN ROAD	WELLBORN ROAD	FUTURE	100%	\$ 3,360,000	\$ 3,360,000
C-13	4 LANE MINOR ARTERIAL	ROYDER ROAD	WELLBORN ROAD	885' S OF GREENS PRAIRIE ROAD	CONSTRUCTED	100%	\$ 7,686,614	\$ 7,686,614
C-14	2 LANE MAJOR COLLECTOR	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE	WILLIAM D. FITCH PARKWAY	CONSTRUCTED	100%	\$ 1,973,927	\$ 1,973,927
Intersections								
9		GRAHAM ROAD AND VICTORIA AVENUE				100%	\$ 350,000	\$ 350,000
10		BARRON ROAD AND ALEXANDRIA AVENUE				100%	\$ 320,994	\$ 320,994
11		BARRON ROAD AND DECATUR DRIVE				100%	\$ 350,000	\$ 350,000
12		BARRON ROAD AND LONGMIRE DRIVE				100%	\$ 350,000	\$ 350,000
13		LONGMIRE DRIVE AND EAGLE AVENUE				100%	\$ 350,000	\$ 350,000
14		WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL				100%	\$ 816,249	\$ 816,249

NOTE: These planning level cost projections listed in **Appendix A** have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station. These planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix A** due to some projects that are split between City limits and ETJ.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	B-3, C-1
Name:	ROCK PRAIRIE ROAD WEST		This project consists of the widening to a 4 lane minor arterial.	
Limits:	715' W OF TOWERS PARKWAY to WELLBORN ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	3,335			
Service Area(s):	B/C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:	Bid Tabulation on July 23rd, 2021 2020-2021 CIP County Contribution	-	\$ 4,992,868
Engineering/Survey/Testing:			\$ 867,000
Previous City contribution			\$ (1,200,000)
Other			
ROW/Easement Acquisition:			\$ -
Impact Fee Project Cost TOTAL:			\$ 4,659,868

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.
Name:	ROCK PRAIRIE ROAD	This project consists of the previously completed widening to a 6 lane major arterial and includes engineering costs for the Rock Prairie Bridge.	B-4, C-2
Limits:	NORMAND DRIVE to SH 6		
Impact Fee Class:	6 LANE MAJOR ARTERIAL		
Length (lf):	2,556		
Service Area(s):	B/C		

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures			\$ 4,017,530
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 4,017,530

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-3
Name:	BARRON ROAD	This project consists of the previously completed widening to a 4 lane minor arterial.		
Limits:	WS PHILLIPS PARKWAY to DECATUR DRIVE			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	7,353			
Service Area(s):	C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:	2011-2012 CIP	-	\$ 5,241,340
Engineering/Survey/Testing:	2011-2012 CIP		\$ 115,085
Previous City contribution			
Other			
ROW/Easement Acquisition:	2010 - 2011 CIP		\$ 438,892
Impact Fee Project Cost TOTAL:			\$ 5,795,317

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-4
Name:	CAPSTONE DRIVE			This project is the realignment of Capstone Drive. The estimate in the 2020 - 2021 published CIP is 6,400,500 for construction of Capstone and Barron Alignment and \$635,000 for design. This project is prorated between Project C-4 and C-5.
Limits:	1265' W OF WELLBORN ROAD to WELLBORN ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	1,265			
Service Area(s):	C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP	-	\$ 2,112,900
Engineering/Survey/Testing:	2020-2021 CIP		\$ 209,623
Previous City contribution			
Other			
ROW/Easement Acquisition:	2020-2021 CIP		\$ 443,052
Impact Fee Project Cost TOTAL:			\$ 2,765,575

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-5
Name:	BARRON ROAD			
Limits:	WELLBORN ROAD to WS PHILLIPS PARKWAY			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	2,567			
Service Area(s):		C		

This project is the widening for Barron Road to a 4 lane minor arterial. The estimate in the 2020 - 2021 published CIP is 6,400,500 for construction of Capstone and Barron Alignment and \$635,000 for design. This project is prorated between Project C-4 and C-5.

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP	-	\$ 4,287,600
Engineering/Survey/Testing:	2020-2021 CIP		\$ 425,377
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 4,712,977

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-6
Name:	GREENS PRAIRIE ROAD		This project consists of the widening to a 4 lane minor arterial.	
Limits:	820' W OF WS PHILLIPS PARKWAY to ARRINGTON ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	7,561			
Service Area(s):	C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP	-	\$ 8,779,524
Engineering/Survey/Testing:			\$ 1,650,800
Previous City contribution			
Other	2020-2021 CIP		
ROW/Easement Acquisition:			\$ 120,000
Impact Fee Project Cost TOTAL:			\$ 10,550,324

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-7
Name:	GREENS PRAIRIE ROAD		This project consists of the previously completed widening to a 4 lane minor arterial.	
Limits:	WELLBORN ROAD to 1290' E OF CREEK MEADOW BOULEVARD N			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	6,691			
Service Area(s):	C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	\$ 8,918,740
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 8,918,740

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-8
Name:	TOWERS PARKWAY	This project consists of the construction of a new 4 lane major arterial.		
Limits:	ROCK PRAIRIE ROAD W to WELLBORN ROAD			
Impact Fee Class:	4 LANE MAJOR ARTERIAL			
Length (lf):	5,278			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	21,112	cy	\$ 9.00	\$ 190,008
203	8" Lime Stabilization (with Lime @ 36#/sy)	41,051	sy	\$ 7.00	\$ 287,358
303	Reinforced Concrete Pavement (10") with Integral Curb	38,705	sy	\$ 65.00	\$ 2,515,847
403	4" Topsoil	15,834	sy	\$ 4.00	\$ 63,336
503	6' Concrete Sidewalk	63,336	sf	\$ 6.00	\$ 380,016
603	Turn Lanes and Median Openings	4,985	sy	\$ 72.00	\$ 358,904
Paving Construction Cost Subtotal:					\$ 3,795,468
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
Traffic Control		None Anticipated	0%	\$ -	
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$ 113,864	
✓	Roadway Drainage	Standard Internal System	25%	\$ 948,867	
✓	Illumination		6%	\$ 227,728	
Special Drainage Structures		Minor Stream Crossing	0%	\$ 250,000	
✓	Water	Minor Adjustments	3%	\$ 113,864	
✓	Sewer	Minor Adjustments	2%	\$ 75,909	
✓	Landscaping and Irrigation		4%	\$ 151,819	
✓	Miscellaneous:	Railroad Accomodations	\$0	\$ 500,000	
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$ 2,382,051	
Paving and Allowance Subtotal:				\$	6,177,520
Construction Contingency:				15%	\$ 926,628
Mobilization				5%	\$ 308,876
Prep ROW				3%	\$ 185,326
Construction Cost TOTAL:				\$	7,599,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 7,599,000
Engineering/Survey/Testing:		12%	\$ 911,880
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 1,519,800
Impact Fee Project Cost TOTAL:			\$ 10,030,680

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-9
Name:	WELLBORN ROAD		This project consists of the widening to a 4 lane major arterial. This project includes an anticipated contribution from the City of College Station to TxDOT.	
Limits:	CAPSTONE DRIVE to 540' S OF GREENS PRAIRIE ROAD			
Impact Fee Class:	4 LANE MAJOR ARTERIAL - TxDOT			
Length (lf):	12,484			
Service Area(s):	C			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	49,936	cy	\$ 9.00	\$ 449,424
203	2" Asphalt (Type C)	88,775	sy	\$ 7.75	\$ 688,007
303	4" Asphalt Base (Type B)	88,775	sy	\$ 11.50	\$ 1,020,914
403	6" Asphalt Base (Type B)	94,324	sy	\$ 21.00	\$ 1,980,795
503	12" Lime Stabilization (with Lime @ 50#/sy)	97,098	sy	\$ 8.00	\$ 776,782
603	6' Concrete Sidewalk	28	sf	\$ 6.00	\$ 170
703	Machine Laid Curb & Gutter	24,968	lf	\$ 10.00	\$ 249,680
803	Turn Lanes and Median Openings	11,790	sy	\$ 48.25	\$ 568,889
Paving Construction Cost Subtotal:					\$ 5,734,661
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	286,733
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	172,040
✓	Roadway Drainage	Standard Internal System	25%	\$	1,433,665
✓	Illumination		6%	\$	344,080
	Special Drainage Structures	Minor Stream Crossing	0%	\$	250,000
✓	Water	Minor Adjustments	3%	\$	172,040
✓	Sewer	Minor Adjustments	2%	\$	114,693
✓	Landscaping and Irrigation		4%	\$	229,386
	Miscellaneous:		\$0	\$	-
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	3,002,637
Paving and Allowance Subtotal:				\$	8,737,298
Construction Contingency:				15%	\$ 1,310,595
Mobilization				5%	\$ 436,865
Prep ROW				3%	\$ 262,119
Construction Cost TOTAL:				\$	10,747,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 10,747,000
Engineering/Survey/Testing:		12%	\$ 1,289,640
Previous City contribution			
Other			
ROW/Easement Acquisition:	TxDOT Roadway	0%	\$ -
Impact Fee Project Cost TOTAL (20% City Contribution)			\$ 2,407,328

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No. C-10
Name:	WS PHILLIPS PARKWAY	This project consists of the widening to a 4 lane minor arterial. This consists of the two additional lanes.	
Limits:	BARRON ROAD to GREENS PRAIRIE ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL (1/2)		
Length (lf):	6,939		
Service Area(s):	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	13,878	cy	\$ 9.00	\$ 124,902
210	8" Lime Stabilization (with Lime @ 36#/sy)	26,985	sy	\$ 7.00	\$ 188,895
310	Reinforced Concrete Pavement (10") with Integral Curb	25,443	sy	\$ 65.00	\$ 1,653,795
410	4" Topsoil	16,962	sy	\$ 4.00	\$ 67,848
510	6' Concrete Sidewalk	41,634	sf	\$ 6.00	\$ 249,804
610	Turn Lanes and Median Openings	3,376	sy	\$ 72.00	\$ 243,075
Paving Construction Cost Subtotal:					\$ 2,528,319
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	126,416
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	75,850
✓	Roadway Drainage	Standard Internal System	25%	\$	632,080
✓	Illumination		6%	\$	151,699
	Special Drainage Structures	Minor Stream Crossings (2)	0%	\$	500,000
✓	Water	Minor Adjustments	3%	\$	75,850
✓	Sewer	Minor Adjustments	2%	\$	50,566
✓	Landscaping and Irrigation		4%	\$	101,133
	Miscellaneous:		\$0	\$	-
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	1,713,593
Paving and Allowance Subtotal:				\$	4,241,913
Construction Contingency:				15%	\$ 636,287
Mobilization				5%	\$ 212,096
Prep ROW				3%	\$ 127,257
Construction Cost TOTAL:				\$	5,218,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,218,000
Engineering/Survey/Testing:		12%	\$ 626,160
Previous City contribution			
Other			
ROW/Easement Acquisition:	No ROW included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 5,844,160

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No. C-11
Name:	WS PHILLIPS PARKWAY	This project is the construction of two lanes of a new 4 lane minor arterial.	
Limits:	GREENS PRAIRIE ROAD to ARRINGTON ROAD		
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)		
Length (lf):	8,163		
Service Area(s):	C		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	16,326	cy	\$ 9.00	\$ 146,934
211	8" Lime Stabilization (with Lime @ 36#/sy)	31,745	sy	\$ 7.00	\$ 222,215
311	Reinforced Concrete Pavement (10") with Integral Curb	29,931	sy	\$ 65.00	\$ 1,945,515
411	4" Topsoil	19,954	sy	\$ 4.00	\$ 79,816
511	6' Concrete Sidewalk	48,978	sf	\$ 6.00	\$ 293,868
610	Turn Lanes and Median Openings	3,972	sy	\$ 72.00	\$ 285,952
Paving Construction Cost Subtotal:					\$ 2,974,300
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	None Anticipated	0%	\$	-
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	89,229
✓	Roadway Drainage	Standard Internal System	25%	\$	743,575
✓	Illumination		6%	\$	178,458
	Special Drainage Structures	Minor Stream Crossing	0%	\$	250,000
✓	Water	Minor Adjustments	3%	\$	89,229
✓	Sewer	Minor Adjustments	2%	\$	59,486
✓	Landscaping and Irrigation		4%	\$	118,972
	Miscellaneous:		\$0	\$	-
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	1,528,949
Paving and Allowance Subtotal:				\$	4,503,250
Construction Contingency:				15%	\$ 675,487
Mobilization				5%	\$ 225,162
Prep ROW				3%	\$ 135,097
Construction Cost TOTAL:				\$	5,539,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,539,000
Engineering/Survey/Testing:		12%	\$ 664,680
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 1,107,800
Impact Fee Project Cost TOTAL:			\$ 7,311,480

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-12
Name:	ROYDER ROAD EXTENSION		This project consists of the construction two lanes of a new 4 lane minor arterial.	
Limits:	I-GN ROAD to WELLBORN ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)			
Length (lf):	1,164			
Service Area(s):	C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:	2020-2021 CIP	-	\$ 2,490,000
Engineering/Survey/Testing:	2020-2021 CIP		\$ 370,000
Previous City contribution			
Other			
ROW/Easement Acquisition:			\$ 500,000
Impact Fee Project Cost TOTAL:			\$ 3,360,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-13
Name:	ROYDER ROAD		This project consists of the previously completed widening to a 4 lane minor arterial.	
Limits:	WELLBORN ROAD to 885' S OF GREENS PRAIRIE ROAD			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	5,444			
Service Area(s):	C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	\$ 7,686,614
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 7,686,614

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	C-14
Name:	VICTORIA AVENUE		This project consists of the previously completed widening to a 2 lane major collector.	
Limits:	SOUTHERN PLANTATION DRIVE to WILLIAM D. FITCH PARKWAY			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	2,534			
Service Area(s):	C			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	\$ 1,973,927
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			
Impact Fee Project Cost TOTAL:			\$ 1,973,927

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station - 2021 Roadway Impact Fee Update
Capital Improvement Plan for Roadway Impact Fees
Summary of Conceptual Level Projects

Roadway Improvements - College Station Service Area D

Project ID	Functional Class	Project	Limits		Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
			From	To				
A-5, D-1	4 LANE MAJOR ARTERIAL (1/2)	ROCK PRAIRIE ROAD	SH 6 NBFR	STONEBROOK DRIVE	PARTIAL WIDENING	50%	\$ 2,164,000	\$ 1,082,000
A-6, D-2	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	STONEBROOK DRIVE	TOWN LAKE DRIVE	WIDENING	50%	\$ 5,136,000	\$ 2,568,000
D-3	4 LANE MAJOR ARTERIAL	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE	WILLIAM D. FITCH PARKWAY	WIDENING	100%	\$ 17,245,000	\$ 17,245,000
D-4	4 LANE MINOR ARTERIAL	MIDTOWN DRIVE	MEDICAL AVENUE	990' E OF MEDICAL AVENUE	CONSTRUCTED	100%	\$ 1,028,820	\$ 1,028,820
D-5	4 LANE MINOR ARTERIAL (1/2)	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE	800' S OF TOWN LAKE DRIVE	PARTIAL WIDENING	100%	\$ 4,535,000	\$ 4,535,000
D-6	2 LANE MAJOR COLLECTOR	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE	2605' S OF CORPORATE PARKWAY	CONSTRUCTED	100%	\$ 5,374,808	\$ 5,374,808
D-7	2 LANE MAJOR COLLECTOR	DURHAM DRIVE	MIDTOWN DRIVE	ROCK PRAIRIE ROAD	FUTURE	100%	\$ 981,960	\$ 981,960
A-7, D-8	4 LANE MAJOR ARTERIAL	BIRD POND ROAD	ROCK PRAIRIE ROAD	1055' E OF ROCK PRAIRIE ROAD	FUTURE	50%	\$ 1,758,000	\$ 879,000
D-9	4 LANE MINOR ARTERIAL (50%)	TOWN LAKE DRIVE	SH 6 NBFR	MIDTOWN DRIVE	FUTURE	100%	\$ 1,753,000	\$ 1,753,000
D-10	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	SH 6 NBFR	MIDTOWN DRIVE	CONSTRUCTED	100%	\$ 1,436,192	\$ 1,436,192
D-11	2 LANE MAJOR COLLECTOR	CORPORATE PARKWAY	MIDTOWN DRIVE	WILLIAM D. FITCH PARKWAY	FUTURE	100%	\$ 9,894,000	\$ 9,894,000
D-12	4 LANE MINOR ARTERIAL (1/2)	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE	ST ANDREWS DRIVE	PARTIAL WIDENING	100%	\$ 2,137,000	\$ 2,137,000
D-13	4 LANE MINOR ARTERIAL (50%)	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE	275' S OF LONE STAR LANE	FUTURE	100%	\$ 9,181,000	\$ 9,181,000
D-14	2 LANE MAJOR COLLECTOR	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD	SH 6 NBFR	FUTURE	100%	\$ 2,635,080	\$ 2,635,080
D-15	2 LANE MAJOR COLLECTOR	MATHER PARKWAY	NANTUCKET DRIVE	1920' S OF NANTUCKET DRIVE	FUTURE	100%	\$ 882,000	\$ 882,000
D-16	4 LANE MINOR ARTERIAL (50%)	NANTUCKET DRIVE	SH 6 NBFR	PEBBLE CREEK PARKWAY	FUTURE	100%	\$ 5,877,000	\$ 5,877,000
D-17	2 LANE MAJOR COLLECTOR	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY	SOUTHERN POINTE PARKWAY	FUTURE	100%	\$ 3,083,220	\$ 3,083,220
D-18	4 LANE MINOR ARTERIAL (50%)	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD	280' E OF NANTUCKET DRIVE	FUTURE	100%	\$ 3,902,000	\$ 3,902,000

NOTE: These planning level cost projections listed in **Appendix A** have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station. These planning level cost projections shall not supersede the City's design standards contained within the Subdivision Ordinance or the determination of the City Engineer for a specific project. The project cost total within Service Area may differ from the total shown in the Summary sheets contained within **Appendix A** due to some projects that are split between City limits and ETJ.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	A-5, D-1
Name:	ROCK PRAIRIE ROAD	This project consists of the widening to a 4 lane major arterial. This consists of the two additional lanes.		
Limits:	SH 6 NBFR to STONEBROOK DRIVE			
Impact Fee Class:	4 LANE MAJOR ARTERIAL (1/2)			
Length (lf):	2,168			
Service Area(s):	A/D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
104	Unclassified Street Excavation	4,336	cy	\$ 9.00	\$ 39,024
204	8" Lime Stabilization (with Lime @ 36#/sy)	8,431	sy	\$ 7.00	\$ 59,018
304	Reinforced Concrete Pavement (10") with Integral Curb	7,949	sy	\$ 65.00	\$ 516,707
404	4" Topsoil	5,300	sy	\$ 4.00	\$ 21,198
504	6' Concrete Sidewalk	13,008	sf	\$ 6.00	\$ 78,048
604	Turn Lanes and Median Openings	1,055	sy	\$ 72.00	\$ 75,946
Paving Construction Cost Subtotal:					\$ 789,940
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	39,497
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	23,698
✓	Roadway Drainage	Standard Internal System	25%	\$	197,485
✓	Illumination		6%	\$	47,396
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	23,698
✓	Sewer	Minor Adjustments	2%	\$	15,799
✓	Landscaping and Irrigation		4%	\$	31,598
✓	Miscellaneous:	Signal at Stonebrook	\$0	\$	350,000
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	729,171
Paving and Allowance Subtotal:					\$ 1,519,112
Construction Contingency:				15%	\$ 227,867
Mobilization				5%	\$ 75,956
Prep ROW				3%	\$ 45,573
Construction Cost TOTAL:					\$ 1,869,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,869,000
Engineering/Survey/Testing:	2020-2021 CIP		\$ 108,453
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 186,900
Impact Fee Project Cost TOTAL:			\$ 2,164,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	A-6, D-2
Name:	ROCK PRAIRIE ROAD	This project consists of the widening to a 4 lane major arterial.		
Limits:	STONEBROOK DRIVE to TOWN LAKE DRIVE			
Impact Fee Class:	4 LANE MAJOR ARTERIAL			
Length (lf):	3,129			
Service Area(s):	A/D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	12,516	cy	\$ 9.00	\$ 112,644
203	8" Lime Stabilization (with Lime @ 36#/sy)	24,337	sy	\$ 7.00	\$ 170,357
303	Reinforced Concrete Pavement (10") with Integral Curb	22,946	sy	\$ 65.00	\$ 1,491,490
403	4" Topsoil	9,387	sy	\$ 4.00	\$ 37,548
503	6' Concrete Sidewalk	37,548	sf	\$ 6.00	\$ 225,288
603	Turn Lanes and Median Openings	2,955	sy	\$ 72.00	\$ 212,772
Paving Construction Cost Subtotal:					\$ 2,250,099
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	112,505
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	67,503
✓	Roadway Drainage	Standard Internal System	25%	\$	562,525
✓	Illumination		6%	\$	135,006
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	67,503
✓	Sewer	Minor Adjustments	2%	\$	45,002
✓	Landscaping and Irrigation		4%	\$	90,004
✓	Miscellaneous:	Signal at Stonebrook	\$0	\$	350,000
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	1,430,047
Paving and Allowance Subtotal:					\$ 3,680,146
Construction Contingency:				15%	\$ 552,022
Mobilization				5%	\$ 184,007
Prep ROW				3%	\$ 110,404
Construction Cost TOTAL:					\$ 4,527,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,527,000
Engineering/Survey/Testing:	2020-2021 CIP		\$ 156,527
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 452,700
Impact Fee Project Cost TOTAL:			\$ 5,136,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-3
Name:	ROCK PRAIRIE ROAD	This project consists of the widening to a 4 lane major arterial.		
Limits:	TOWN LAKE DRIVE to WILLIAM D. FITCH PARKWAY			
Impact Fee Class:	4 LANE MAJOR ARTERIAL			
Length (lf):	9,999			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	39,996	cy	\$ 9.00	\$ 359,964
203	8" Lime Stabilization (with Lime @ 36#/sy)	77,770	sy	\$ 7.00	\$ 544,390
303	Reinforced Concrete Pavement (10") with Integral Curb	73,326	sy	\$ 65.00	\$ 4,766,190
403	4" Topsoil	29,997	sy	\$ 4.00	\$ 119,988
503	6' Concrete Sidewalk	119,988	sf	\$ 6.00	\$ 719,928
603	Turn Lanes and Median Openings	9,444	sy	\$ 72.00	\$ 679,932
Paving Construction Cost Subtotal:					\$ 7,190,392
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	359,520
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	215,712
✓	Roadway Drainage	Standard Internal System	25%	\$	1,797,598
✓	Illumination		6%	\$	431,424
	Special Drainage Structures	Multiple Stream Crossings	0%	\$	500,000
✓	Water	Minor Adjustments	3%	\$	215,712
✓	Sewer	Minor Adjustments	2%	\$	143,808
✓	Landscaping and Irrigation		4%	\$	287,616
✓	Miscellaneous:	Signal at Stonebrook	\$0	\$	350,000
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	4,301,388
Paving and Allowance Subtotal:					\$ 11,491,780
Construction Contingency:				15%	\$ 1,723,767
Mobilization				5%	\$ 574,589
Prep ROW				3%	\$ 344,753
Construction Cost TOTAL:					\$ 14,135,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 14,135,000
Engineering/Survey/Testing:		12%	\$ 1,696,200
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 1,413,500
Impact Fee Project Cost TOTAL:			\$ 17,245,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-4
Name:	MIDTOWN DRIVE			
Limits:	MEDICAL AVENUE to 990' E OF MEDICAL AVENUE			
Impact Fee Class:	4 LANE MINOR ARTERIAL			
Length (lf):	990			
This project consists of the previously completed Midtown Drive and Corporate Parkway project that was \$10,202,990 in actual cost expenditures and is spread across four projects in Service Area D.				
Service Area(s):	D			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	\$ 1,028,820
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			\$ -
Impact Fee Project Cost TOTAL:			\$ 1,028,820

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-5
Name:	MIDTOWN DRIVE	This project consists of the widening of Midtown Drive and the project also consists of the previously completed Midtown Drive and Corporate Parkway project that was \$10,202,990 in actual cost expenditures and is spread across four projects in Service Area D.		
Limits:	990' E OF MEDICAL AVENUE to 800' S OF TOWN LAKE DRIVE			
Impact Fee Class:	4 LANE MINOR ARTERIAL (1/2)			
Length (lf):	2,274			
Service Area(s):	D			

Roadway Construction Cost Projection

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	4,548	cy	\$ 9.00	\$ 40,932
210	8" Lime Stabilization (with Lime @ 36#/sy)	8,843	sy	\$ 7.00	\$ 61,903
310	Reinforced Concrete Pavement (10") with Integral Curbs	8,338	sy	\$ 65.00	\$ 541,970
410	4" Topsoil	5,559	sy	\$ 4.00	\$ 22,235
510	6' Concrete Sidewalk	13,644	sf	\$ 6.00	\$ 81,864
610	Turn Lanes and Median Openings	1,106	sy	\$ 72.00	\$ 79,659

Paving Construction Cost Subtotal: \$ 828,563

Major Construction Component Allowances:**

Item Description	Notes	Allowance	Item Cost
✓ Traffic Control	Construction Phase Traffic Control	5%	\$ 41,428
✓ Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$ 24,857
✓ Roadway Drainage	Standard Internal System	25%	\$ 207,141
✓ Illumination		6%	\$ 49,714
Special Drainage Structures	None Anticipated	0%	\$ -
✓ Water	Minor Adjustments	3%	\$ 24,857
✓ Sewer	Minor Adjustments	2%	\$ 16,571
✓ Landscaping and Irrigation		4%	\$ 33,143
✓ Miscellaneous:	Signal at Stonebrook	\$0	\$ 350,000

**Allowances based on % of Paving Construction Cost Subtotal

Allowance Subtotal: \$ 747,710

Paving and Allowance Subtotal: \$ 1,576,273

Construction Contingency: 15% \$ 236,441

Mobilization 5% \$ 78,814

Prep ROW 3% \$ 47,288

Construction Cost TOTAL: \$ 1,939,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,939,000
Engineering/Survey/Testing:		12%	\$ 232,680
Previous City contribution			\$ 2,363,170
Other			
ROW/Easement Acquisition:			\$ -
Impact Fee Project Cost TOTAL:			\$ 4,535,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-6
Name:	MIDTOWN DRIVE 800' S OF TOWN LAKE DRIVE to 2605' S OF	This project consists of the previously completed Midtown Drive and Corporate Parkway project that was \$10,202,990 in actual cost expenditures and is spread across four projects in Service Area D.		
Limits:	CORPORATE PARKWAY			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	5,172			
Service Area(s):	D			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	\$ 5,374,808
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			\$ -
Impact Fee Project Cost TOTAL:			\$ 5,374,808

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-7
Name:	DURHAM DRIVE	This project consists of the construction of a new 2 lane major collector.		
Limits:	MIDTOWN DRIVE to ROCK PRAIRIE ROAD			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	2,138			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	6,770	cy	\$ 9.00	\$ 60,933
212	6" Lime Stabilization (with Lime @ 36#/sy)	13,303	sy	\$ 5.50	\$ 73,167
312	Reinforced Concrete Pavement (8") with Integral Curb	12,828	sy	\$ 55.00	\$ 705,540
412	4" Topsoil	3,326	sy	\$ 4.00	\$ 13,303
512	6' Concrete Sidewalk	25,656	sf	\$ 6.00	\$ 153,936
611	Turn Lanes and Median Openings	0	sy	\$ 60.50	\$ -
Paving Construction Cost Subtotal:					\$ 1,006,879
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
	Traffic Control	None Anticipated		0%	\$ -
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 30,206
✓	Roadway Drainage	Standard Internal System		25%	\$ 251,720
✓	Illumination			6%	\$ 60,413
	Special Drainage Structures	None Anticipated		0%	\$ -
✓	Water	Minor Adjustments		3%	\$ 30,206
✓	Sewer	Minor Adjustments		2%	\$ 20,138
✓	Landscaping and Irrigation			4%	\$ 40,275
	Miscellaneous:			\$0	
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 432,958
				Paving and Allowance Subtotal:	\$ 1,439,837
				Construction Contingency:	15% \$ 215,976
				Mobilization	5% \$ 71,992
				Prep ROW	3% \$ 43,195
				Construction Cost TOTAL:	\$ 1,771,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,771,000
Engineering/Survey/Testing:		12%	\$ 212,520
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 354,200
Impact Fee Project Cost TOTAL (42% Major Collector Adjustment)			\$ 981,960

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No. A-7, D-8
Name:	BIRD POND ROAD	This project consists of the realignment and construction of a new 4 lane major arterial.	
Limits:	ROCK PRAIRIE ROAD to 1055' E OF ROCK PRAIRIE ROAD		
Impact Fee Class:	4 LANE MAJOR ARTERIAL		
Length (lf):	1,053		
Service Area(s):	A/D		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
103	Unclassified Street Excavation	4,212	cy	\$ 9.00	\$ 37,908
203	8" Lime Stabilization (with Lime @ 36#/sy)	8,190	sy	\$ 7.00	\$ 57,330
303	Reinforced Concrete Pavement (10") with Integral Curb	7,722	sy	\$ 65.00	\$ 501,930
403	4" Topsoil	3,159	sy	\$ 4.00	\$ 12,636
503	6' Concrete Sidewalk	12,636	sf	\$ 6.00	\$ 75,816
603	Turn Lanes and Median Openings	995	sy	\$ 72.00	\$ 71,604
Paving Construction Cost Subtotal:					\$ 757,224
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
	Traffic Control	None Anticipated		0%	\$ -
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 22,717
✓	Roadway Drainage	Standard Internal System		25%	\$ 189,306
✓	Illumination			6%	\$ 45,433
	Special Drainage Structures	None Anticipated		0%	\$ -
✓	Water	Minor Adjustments		3%	\$ 22,717
✓	Sewer	Minor Adjustments		2%	\$ 15,144
✓	Landscaping and Irrigation			4%	\$ 30,289
	Miscellaneous:			\$0	
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 325,606
				Paving and Allowance Subtotal:	\$ 1,082,830
				Construction Contingency:	15% \$ 162,425
				Mobilization	5% \$ 54,142
				Prep ROW	3% \$ 32,485
				Construction Cost TOTAL:	\$ 1,332,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,332,000
Engineering/Survey/Testing:		12%	\$ 159,840
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 266,400
Impact Fee Project Cost TOTAL:			\$ 1,758,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-9
Name:	TOWN LAKE DRIVE	This project consists of the construction of two lanes of a new 4 lane minor arterial.		
Limits:	SH 6 NBFR to MIDTOWN DRIVE			
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)			
Length (lf):	1,962			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	3,924	cy	\$ 9.00	\$ 35,316
211	8" Lime Stabilization (with Lime @ 36#/sy)	7,630	sy	\$ 7.00	\$ 53,410
311	Reinforced Concrete Pavement (10") with Integral Curb	7,194	sy	\$ 65.00	\$ 467,610
411	4" Topsoil	4,796	sy	\$ 4.00	\$ 19,184
511	6' Concrete Sidewalk	11,772	sf	\$ 6.00	\$ 70,632
610	Turn Lanes and Median Openings	955	sy	\$ 72.00	\$ 68,729
Paving Construction Cost Subtotal: \$					714,881
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
	Traffic Control	None Anticipated		0%	\$ -
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 21,446
✓	Roadway Drainage	Standard Internal System		25%	\$ 178,720
✓	Illumination			6%	\$ 42,893
	Special Drainage Structures	Minor Stream Crossing		0%	\$ 250,000
✓	Water	Minor Adjustments		3%	\$ 21,446
✓	Sewer	Minor Adjustments		2%	\$ 14,298
✓	Landscaping and Irrigation			4%	\$ 28,595
	Miscellaneous:			\$0	
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal: \$	557,399
				Paving and Allowance Subtotal: \$	1,272,280
				Construction Contingency:	15% \$ 190,842
				Mobilization	5% \$ 63,614
				Prep ROW	3% \$ 38,168
				Construction Cost TOTAL: \$	1,565,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,565,000
Engineering/Survey/Testing:		12%	\$ 187,800
Previous City contribution			
Other			
ROW/Easement Acquisition:	No ROW included		\$ -
Impact Fee Project Cost TOTAL:			\$ 1,753,000

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-10
Name:	CORPORATE PARKWAY	This project consists of the previously completed Midtown Drive and Corporate Parkway project that was \$10,202,990 in actual cost expenditures and is spread across four projects in Service Area D.		
Limits:	SH 6 NBFR to MIDTOWN DRIVE			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	1,382			
Service Area(s):	D			

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Actual Cost Expenditures		-	\$ 1,436,192
Engineering/Survey/Testing:			
Previous City contribution			
Other			
ROW/Easement Acquisition:			\$ -
Impact Fee Project Cost TOTAL:			\$ 1,436,192

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of College Station.

The planning level cost projections shall not supersede the City's design standards contained or the determination of the City Engineer for a specific project.

City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-11
Name:	CORPORATE PARKWAY	This project consists of the construction of a new 2 lane major collector.		
Limits:	MIDTOWN DRIVE to WILLIAM D. FITCH PARKWAY			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	6,386			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	20,222	cy	\$ 9.00	\$ 182,001
212	6" Lime Stabilization (with Lime @ 36#/sy)	39,735	sy	\$ 5.50	\$ 218,543
312	Reinforced Concrete Pavement (8") with Integral Curb	38,316	sy	\$ 55.00	\$ 2,107,380
412	4" Topsoil	9,934	sy	\$ 4.00	\$ 39,735
512	6' Concrete Sidewalk	76,632	sf	\$ 6.00	\$ 459,792
611	Turn Lanes and Median Openings	0	sy	\$ 60.50	\$ -
Paving Construction Cost Subtotal: \$					3,007,451
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
	Traffic Control	None Anticipated		0%	\$ -
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 90,224
√	Roadway Drainage	Standard Internal System		25%	\$ 751,863
√	Illumination			6%	\$ 180,447
	Special Drainage Structures	Bridge Crossing		0%	\$ 2,850,000
√	Water	Minor Adjustments		3%	\$ 90,224
√	Sewer	Minor Adjustments		2%	\$ 60,149
√	Landscaping and Irrigation			4%	\$ 120,298
√	Miscellaneous:	Traffic Signal		\$0	\$ 350,000
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal: \$	4,493,204
				Paving and Allowance Subtotal: \$	7,500,655
				Construction Contingency:	15% \$ 1,125,098
				Mobilization	5% \$ 375,033
				Prep ROW	3% \$ 225,020
				Construction Cost TOTAL: \$	9,226,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 9,226,000
Engineering/Survey/Testing:	2020 - 2021 CIP		\$ 668,000
Previous City contribution			
Other			
ROW/Easement Acquisition:	No ROW Included	0%	\$ -
Impact Fee Project Cost TOTAL:			\$ 9,894,000

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-12
Name:	PEBBLE CREEK PARKWAY	This project consists of the widening to a 4 lane minor arterial. This consists of the two additional lanes.		
Limits:	ROYAL ADELADE DRIVE to ST ANDREWS DRIVE			
Impact Fee Class:	4 LANE MINOR ARTERIAL (1/2)			
Length (lf):	1,991			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
110	Unclassified Street Excavation	3,982	cy	\$ 9.00	\$ 35,838
210	8" Lime Stabilization (with Lime @ 36#/sy)	7,743	sy	\$ 7.00	\$ 54,199
310	Reinforced Concrete Pavement (10") with Integral Curb	7,300	sy	\$ 65.00	\$ 474,522
410	4" Topsoil	4,867	sy	\$ 4.00	\$ 19,468
510	6' Concrete Sidewalk	11,946	sf	\$ 6.00	\$ 71,676
610	Turn Lanes and Median Openings	969	sy	\$ 72.00	\$ 69,745
Paving Construction Cost Subtotal:					\$ 725,448
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
✓	Traffic Control	Construction Phase Traffic Control	5%	\$	36,272
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$	21,763
✓	Roadway Drainage	Standard Internal System	25%	\$	181,362
✓	Illumination		6%	\$	43,527
	Special Drainage Structures	None Anticipated	0%	\$	-
✓	Water	Minor Adjustments	3%	\$	21,763
✓	Sewer	Minor Adjustments	2%	\$	14,509
✓	Landscaping and Irrigation		4%	\$	29,018
✓	Miscellaneous:	Signal at Stonebrook	\$0	\$	350,000
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$	698,215
Paving and Allowance Subtotal:					\$ 1,423,663
Construction Contingency:				15%	\$ 213,549
Mobilization				5%	\$ 71,183
Prep ROW				3%	\$ 42,710
Construction Cost TOTAL:					\$ 1,752,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,752,000
Engineering/Survey/Testing:		12%	\$ 210,240
Previous City contribution			
Other			
ROW/Easement Acquisition:	Existing Alignment	10%	\$ 175,200
Impact Fee Project Cost TOTAL:			\$ 2,137,000

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No. D-13
Name:	PEBBLE CREEK PARKWAY	This project consists of the construction of two lanes of a new 4 lane minor arterial.	
Limits:	ST ANDREWS DRIVE to 275' S OF LONE STAR LANE		
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)		
Length (lf):	10,372		
Service Area(s):	D		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	20,744	cy	\$ 9.00	\$ 186,696
211	8" Lime Stabilization (with Lime @ 36#/sy)	40,336	sy	\$ 7.00	\$ 282,349
311	Reinforced Concrete Pavement (10") with Integral Curb	38,031	sy	\$ 65.00	\$ 2,471,993
411	4" Topsoil	25,354	sy	\$ 4.00	\$ 101,415
511	6' Concrete Sidewalk	62,232	sf	\$ 6.00	\$ 373,392
610	Turn Lanes and Median Openings	5,046	sy	\$ 72.00	\$ 363,334
Paving Construction Cost Subtotal:					\$ 3,779,180
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
	Traffic Control	None Anticipated	0%	\$ -	
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$ 113,375	
✓	Roadway Drainage	Standard Internal System	25%	\$ 944,795	
✓	Illumination		6%	\$ 226,751	
	Special Drainage Structures	Alum Creek Crossing	0%	\$ 250,000	
✓	Water	Minor Adjustments	3%	\$ 113,375	
✓	Sewer	Minor Adjustments	2%	\$ 75,584	
✓	Landscaping and Irrigation		4%	\$ 151,167	
	Miscellaneous:		\$0		
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$ 1,875,047	
Paving and Allowance Subtotal:				\$	5,654,227
Construction Contingency:				15%	\$ 848,134
Mobilization				5%	\$ 282,711
Prep ROW				3%	\$ 169,627
Construction Cost TOTAL:				\$	6,955,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 6,955,000
Engineering/Survey/Testing:		12%	\$ 834,600
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 1,391,000
Impact Fee Project Cost TOTAL:			\$ 9,181,000

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-14
Name:	LAKEWAY DRIVE		This project consists of the construction of a new 2 lane major collector.	
Limits:	1645' S OF GATEWAY BOULEVARD to SH 6 NBFR			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	5,366			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	16,992	cy	\$ 9.00	\$ 152,931
212	6" Lime Stabilization (with Lime @ 36#/sy)	33,388	sy	\$ 5.50	\$ 183,636
312	Reinforced Concrete Pavement (8") with Integral Curb	32,196	sy	\$ 55.00	\$ 1,770,780
412	4" Topsoil	8,347	sy	\$ 4.00	\$ 33,388
512	6' Concrete Sidewalk	64,392	sf	\$ 6.00	\$ 386,352
611	Turn Lanes and Median Openings	0	sy	\$ 60.50	\$ -
Paving Construction Cost Subtotal:					\$ 2,527,088
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
Traffic Control		None Anticipated	0%	\$ -	
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$ 75,813	
✓	Roadway Drainage	Standard Internal System	25%	\$ 631,772	
✓	Illumination		6%	\$ 151,625	
Special Drainage Structures		Alum Creek Crossing	0%	\$ 250,000	
✓	Water	Minor Adjustments	3%	\$ 75,813	
✓	Sewer	Minor Adjustments	2%	\$ 50,542	
✓	Landscaping and Irrigation		4%	\$ 101,084	
Miscellaneous:			\$0		
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$ 1,336,648	
Paving and Allowance Subtotal:				\$	3,863,736
Construction Contingency:				15%	\$ 579,560
Mobilization				5%	\$ 193,187
Prep ROW				3%	\$ 115,912
Construction Cost TOTAL:				\$	4,753,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,753,000
Engineering/Survey/Testing:		12%	\$ 570,360
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 950,600
Impact Fee Project Cost TOTAL (42% Major Collector Adjustment)			\$ 2,635,080

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No. D-15
Name:	MATHER PARKWAY	This project consists of the construction of a new 2 lane major collector.	
Limits:	NANTUCKET DRIVE to 1920' S OF NANTUCKET DRIVE		
Impact Fee Class:	2 LANE MAJOR COLLECTOR		
Length (lf):	1,920		
Service Area(s):	D		

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	6,080	cy	\$ 9.00	\$ 54,720
212	6" Lime Stabilization (with Lime @ 36#/sy)	11,947	sy	\$ 5.50	\$ 65,707
312	Reinforced Concrete Pavement (8") with Integral Curb	11,520	sy	\$ 55.00	\$ 633,600
412	4" Topsoil	2,987	sy	\$ 4.00	\$ 11,947
512	6' Concrete Sidewalk	23,040	sf	\$ 6.00	\$ 138,240
611	Turn Lanes and Median Openings	0	sy	\$ 60.50	\$ -
Paving Construction Cost Subtotal:					\$ 904,213
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
	Traffic Control	None Anticipated		0%	\$ -
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 27,126
✓	Roadway Drainage	Standard Internal System		25%	\$ 226,053
✓	Illumination			6%	\$ 54,253
	Special Drainage Structures	None Anticipated		0%	\$ -
✓	Water	Minor Adjustments		3%	\$ 27,126
✓	Sewer	Minor Adjustments		2%	\$ 18,084
✓	Landscaping and Irrigation			4%	\$ 36,169
	Miscellaneous:			\$0	
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 388,812
				Paving and Allowance Subtotal:	\$ 1,293,025
				Construction Contingency:	15% \$ 193,954
				Mobilization	5% \$ 64,651
				Prep ROW	3% \$ 38,791
				Construction Cost TOTAL:	\$ 1,591,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 1,591,000
Engineering/Survey/Testing:		12%	\$ 190,920
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 318,200
Impact Fee Project Cost TOTAL (42% Major Collector Adjustment)			\$ 882,000

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-16
Name:	NANTUCKET DRIVE	This project consists of the construction of two lanes of a new 4 lane minor arterial.		
Limits:	SH 6 NBFR to PEBBLE CREEK PARKWAY			
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)			
Length (lf):	6,466			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	12,932	cy	\$ 9.00	\$ 116,388
211	8" Lime Stabilization (with Lime @ 36#/sy)	25,146	sy	\$ 7.00	\$ 176,019
311	Reinforced Concrete Pavement (10") with Integral Curb	23,709	sy	\$ 65.00	\$ 1,541,063
411	4" Topsoil	15,806	sy	\$ 4.00	\$ 63,223
511	6' Concrete Sidewalk	38,796	sf	\$ 6.00	\$ 232,776
610	Turn Lanes and Median Openings	3,146	sy	\$ 72.00	\$ 226,506
Paving Construction Cost Subtotal:					\$ 2,355,975
Major Construction Component Allowances**:					
Item Description		Notes	Allowance	Item Cost	
Traffic Control		None Anticipated	0%	\$ -	
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities	3%	\$ 70,679	
✓	Roadway Drainage	Standard Internal System	25%	\$ 588,994	
✓	Illumination		6%	\$ 141,359	
Special Drainage Structures		Minor Stream Crossing	0%	\$ 250,000	
✓	Water	Minor Adjustments	3%	\$ 70,679	
✓	Sewer	Minor Adjustments	2%	\$ 47,120	
✓	Landscaping and Irrigation		4%	\$ 94,239	
Miscellaneous:			\$0		
**Allowances based on % of Paving Construction Cost Subtotal			Allowance Subtotal:	\$ 1,263,069	
Paving and Allowance Subtotal:				\$	3,619,045
Construction Contingency:				15%	\$ 542,857
Mobilization				5%	\$ 180,952
Prep ROW				3%	\$ 108,571
Construction Cost TOTAL:				\$	4,452,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 4,452,000
Engineering/Survey/Testing:		12%	\$ 534,240
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 890,400
Impact Fee Project Cost TOTAL:			\$ 5,877,000

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-17
Name:	NANTUCKET DRIVE		This project consists of the construction of a new 2 lane major collector.	
Limits:	PEBBLE CREEK PARKWAY to SOUTHERN POINTE PARKWAY			
Impact Fee Class:	2 LANE MAJOR COLLECTOR			
Length (lf):	6,341			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
112	Unclassified Street Excavation	20,080	cy	\$ 9.00	\$ 180,719
212	6" Lime Stabilization (with Lime @ 36#/sy)	39,455	sy	\$ 5.50	\$ 217,003
312	Reinforced Concrete Pavement (8") with Integral Curb	38,046	sy	\$ 55.00	\$ 2,092,530
412	4" Topsoil	9,864	sy	\$ 4.00	\$ 39,455
512	6' Concrete Sidewalk	76,092	sf	\$ 6.00	\$ 456,552
611	Turn Lanes and Median Openings	0	sy	\$ 60.50	\$ -
Paving Construction Cost Subtotal:					\$ 2,986,259
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
	Traffic Control	None Anticipated		0%	\$ -
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 89,588
✓	Roadway Drainage	Standard Internal System		25%	\$ 746,565
✓	Illumination			6%	\$ 179,176
	Special Drainage Structures	Minor Stream Crossing		0%	\$ 250,000
✓	Water	Minor Adjustments		3%	\$ 89,588
✓	Sewer	Minor Adjustments		2%	\$ 59,725
✓	Landscaping and Irrigation			4%	\$ 119,450
	Miscellaneous:			\$0	
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 1,534,091
				Paving and Allowance Subtotal:	\$ 4,520,350
				Construction Contingency:	15% \$ 678,052
				Mobilization	5% \$ 226,017
				Prep ROW	3% \$ 135,610
				Construction Cost TOTAL:	\$ 5,561,000

Impact Fee Project Cost Summary			
Item Description	Notes:	Allowance	Item Cost
Construction:		-	\$ 5,561,000
Engineering/Survey/Testing:		12%	\$ 667,320
Previous City contribution			
Other			
ROW/Easement Acquisition:	New Roadway Alignment	20%	\$ 1,112,200
Impact Fee Project Cost TOTAL (42% Major Collector Adjustment)			\$ 3,083,220

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City of College Station
2021 Roadway Impact Fee Study Update
Conceptual Level Project Cost Projection

Kimley-Horn and Associates, Inc.
 updated: 10/12/2021

Project Information:		Description:	Project No.	D-18
Name:	SOUTHERN POINTE PARKWAY		This project consists of the construction of two lanes of a new 4 lane minor arterial.	
Limits:	205' W OF PIPELINE ROAD to 280' E OF NANTUCKET DRIVE			
Impact Fee Class:	4 LANE MINOR ARTERIAL (50%)			
Length (lf):	4,611			
Service Area(s):	D			

Roadway Construction Cost Projection					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
111	Unclassified Street Excavation	9,222	cy	\$ 9.00	\$ 82,998
211	8" Lime Stabilization (with Lime @ 36#/sy)	17,932	sy	\$ 7.00	\$ 125,522
311	Reinforced Concrete Pavement (10") with Integral Curb	16,907	sy	\$ 65.00	\$ 1,098,955
411	4" Topsoil	11,271	sy	\$ 4.00	\$ 45,085
511	6' Concrete Sidewalk	27,666	sf	\$ 6.00	\$ 165,996
610	Turn Lanes and Median Openings	2,243	sy	\$ 72.00	\$ 161,525
Paving Construction Cost Subtotal:					\$ 1,680,081
Major Construction Component Allowances**:					
Item Description		Notes		Allowance	Item Cost
	Traffic Control	None Anticipated		0%	\$ -
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Bicycle Facilities		3%	\$ 50,402
✓	Roadway Drainage	Standard Internal System		25%	\$ 420,020
✓	Illumination			6%	\$ 100,805
	Special Drainage Structures	None Anticipated		0%	\$ -
✓	Water	Minor Adjustments		3%	\$ 50,402
✓	Sewer	Minor Adjustments		2%	\$ 33,602
✓	Landscaping and Irrigation			4%	\$ 67,203
	Miscellaneous:			\$0	
**Allowances based on % of Paving Construction Cost Subtotal				Allowance Subtotal:	\$ 722,435
				Paving and Allowance Subtotal:	\$ 2,402,515
				Construction Contingency:	15% \$ 360,377
				Mobilization	5% \$ 120,126
				Prep ROW	3% \$ 72,075
				Construction Cost TOTAL:	\$ 2,956,000

Impact Fee Project Cost Summary			
Item Description		Notes:	Item Cost
Construction:			- \$ 2,956,000
Engineering/Survey/Testing:			12% \$ 354,720
Previous City contribution			
Other			
ROW/Easement Acquisition:		New Roadway Alignment	20% \$ 591,200
Impact Fee Project Cost TOTAL:			\$ 3,902,000

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B. CIP SERVICE UNITS OF SUPPLY

DRAFT

City of College Station - 2021 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area A

10/12/2021

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
A-1	GEORGE BUSH DRIVE E	DOMINIK DRIVE TO HARVEY ROAD	0.29	4	4 LANE MINOR ARTERIAL	637	100%	650	754	185	569	\$ 2,409,500.00	\$ 2,409,500.00
A-2	LASSIE LANE	STERLING STREET TO MANUEL DRIVE	0.06	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	66	0	66	\$ 860,066.00	\$ 860,066.00
A-3	DARTMOUTH STREET	720' S OF HARVEY MITCHELL PARKWAY S TO TEXAS AVENUE S	0.42	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	462	0	462	\$ 2,423,520.00	\$ 2,423,520.00
A-4	HARVEY ROAD	SH 6 NBFR TO BOONVILLE ROAD	2.29	4	4 LANE MAJOR ARTERIAL - TxDOT	1154	100%	950	8702	2643	6059	\$ 2,509,696.00	\$ 2,509,696.00
A-5, D-1	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	4	4 LANE MAJOR ARTERIAL	964	50%	650	533	198	335	\$ 2,164,000.00	\$ 1,082,000.00
A-6, D-2	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	4	4 LANE MAJOR ARTERIAL	870	50%	650	767	257	510	\$ 5,136,000.00	\$ 2,568,000.00
A-7, D-8	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	4	4 LANE MAJOR ARTERIAL	214	50%	650	260	21	239	\$ 1,758,000.00	\$ 879,000.00
1		UNIVERSITY DRIVE E AND UNIVERSITY TOWNE CENTER SIGNAL					100%					\$ 400,000.00	\$ 400,000.00
2		HARVEY MITCHELL PARKWAY S AND DARTMOUTH STREET					100%					\$ 566,992.00	\$ 566,992.00
3		TEXAS AVENUE S AND BROTHERS BOULEVARD					50%					\$ 397,476.00	\$ 198,738.00
SUBTOTAL									11,544	3,304	8,240	\$ 18,625,250	\$ 13,897,512

2021 Roadway Impact Fee Study Cost Per Service Area \$ 17,500

TOTAL COST IN SERVICE AREA A \$ 13,915,012

City of College Station - 2021 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area B

10/12/2021

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
B-1	F & B ROAD	160' E OF TURKEY CREEK ROAD TO HARVEY MITCHELL PARKWAY S	0.49	4	4 LANE MINOR ARTERIAL	606	100%	650	1274	297	977	\$ 4,106,520.00	\$ 4,106,520.00
B-2	LUTHER STREET W	HARVEY MITCHELL PARKWAY TO JONES BUTLER ROAD	0.68	4	4 LANE MINOR ARTERIAL (1/2)	461	100%	650	1768	313	1455	\$ 2,903,600.00	\$ 2,903,600.00
B-3, C-1	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	4	4 LANE MINOR ARTERIAL	1091	50%	650	819	344	475	\$ 4,659,868.00	\$ 2,329,934.00
B-4, C-2	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	6	6 LANE MAJOR ARTERIAL	1892	50%	750	1080	454	626	\$ 4,017,530.00	\$ 2,008,765.00
B-5	TURKEY CREEK ROAD	2775' N OF RAYMOND STOTZER PARKWAY WBFR TO RAYMOND STOTZER PARKWAY WBFR	0.53	2	2 LANE MAJOR COLLECTOR	155	100%	550	583	82	501	\$ 3,278,140.00	\$ 3,278,140.00
B-6	HARVEY MITCHELL PARKWAY S	RAYMOND STOTZER PARKWAY TO WELLBORN ROAD	2.62	6	6 LANE MAJOR ARTERIAL - TxDOT	2582	100%	950	14934	6765	8169	\$ 1,407,527.00	\$ 1,407,527.00
B-7	PENBERTHY ROAD	GEORGE BUSH DRIVE TO LUTHER STREET W	0.40	4	4 LANE MINOR ARTERIAL	1212	100%	650	1040	485	555	\$ 3,080,683.00	\$ 3,080,683.00
B-8	WELLBORN ROAD	GEORGE BUSH DRIVE TO 940' N OF HARVEY MITCHELL PARKWAY S	1.23	6	6 LANE MAJOR ARTERIAL - TxDOT	2451	100%	950	7011	3015	3996	\$ 1,486,464.00	\$ 1,486,464.00
B-9	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S TO HOLLEMAN DRIVE S	0.22	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	242	0	242	\$ 9,652,780.00	\$ 9,652,780.00
B-10	HOLLEMAN DRIVE S	N DOWLING ROAD TO 290' S OF ROCK PRAIRIE ROAD W	1.62	4	4 LANE MINOR ARTERIAL	852	100%	650	4212	1380	2832	\$ 10,631,012.00	\$ 10,631,012.00
3		TEXAS AVENUE S AND BROTHERS BOULEVARD					50%					\$ 397,476.00	\$ 198,738.00
4		WELLBORN ROAD AND GEORGE BUSH DRIVE					100%					\$ 1,190,231.66	\$ 1,190,231.66
		WELLBORN ROAD AND HOLLEMAN DRIVE					100%					\$ 644,445.00	\$ 644,445.00
		WELLBORN ROAD AND DEACON DRIVE					100%					\$ 4,532,013.03	\$ 4,532,013.03
		HOLLEMAN DRIVE W AND JONES BUTLER ROAD					100%					\$ 572,000.00	\$ 572,000.00
		LONGMIRE DRIVE AND PONDEROSA DRIVE					100%					\$ 350,000.00	\$ 350,000.00
SUBTOTAL									32,963	13,135	19,828	\$ 52,910,290	\$ 48,372,853

2021 Roadway Impact Fee Study Cost Per Service Area \$ 17,500

TOTAL COST IN SERVICE AREA B \$ 48,390,353

City of College Station - 2021 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area C

10/12/2021

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
B-3, C-1	ROCK PRAIRIE ROAD WEST	715' W OF TOWERS PARKWAY TO WELLBORN ROAD	0.63	4	4 LANE MINOR ARTERIAL	1090	50%	650	819	343	476	\$ 4,659,868.00	\$ 2,329,934.00
B-4, C-2	ROCK PRAIRIE ROAD	NORMAND DRIVE TO SH 6	0.48	6	6 LANE MAJOR ARTERIAL	1892	50%	750	1080	454	626	\$ 4,017,530.00	\$ 2,008,765.00
C-3	BARRON ROAD	WS PHILLIPS PARKWAY TO DECATUR DRIVE	1.39	4	4 LANE MINOR ARTERIAL	1341	100%	650	3614	1864	1750	\$ 5,795,317.00	\$ 5,795,317.00
C-4	CAPSTONE DRIVE	1265' W OF WELLBORN ROAD TO WELLBORN ROAD	0.24	4	4 LANE MINOR ARTERIAL	238	100%	650	624	57	567	\$ 2,765,575.00	\$ 2,765,575.00
C-5	BARRON ROAD	WELLBORN ROAD TO WS PHILLIPS PARKWAY	0.49	4	4 LANE MINOR ARTERIAL	461	100%	650	1274	226	1048	\$ 4,712,977.00	\$ 4,712,977.00
C-6	GREENS PRAIRIE ROAD	820' W OF WS PHILLIPS PARKWAY TO ARRINGTON ROAD	1.43	4	4 LANE MINOR ARTERIAL	976	100%	650	3718	1396	2322	\$ 10,550,324.00	\$ 10,550,324.00
C-7	GREENS PRAIRIE ROAD	WELLBORN ROAD TO 1290' E OF CREEK MEADOW BOULEVARD N	1.27	4	4 LANE MINOR ARTERIAL	469	100%	650	3302	596	2706	\$ 8,918,740.00	\$ 8,918,740.00
C-8	TOWERS PARKWAY	ROCK PRAIRIE ROAD W TO WELLBORN ROAD	1.00	4	4 LANE MAJOR ARTERIAL	NEW	100%	650	2600	0	2600	\$ 10,030,680.00	\$ 10,030,680.00
C-9	WELLBORN ROAD	CAPSTONE DRIVE TO 540' S OF GREENS PRAIRIE ROAD	2.36	4	4 LANE MAJOR ARTERIAL - TXDOT	882	100%	950	8968	2082	6886	\$ 2,407,328.00	\$ 2,407,328.00
C-10	WS PHILLIPS PARKWAY	BARRON ROAD TO GREENS PRAIRIE ROAD	1.31	4	4 LANE MINOR ARTERIAL (1/2)	124	100%	650	3406	162	3244	\$ 5,844,160.00	\$ 5,844,160.00
C-11	WS PHILLIPS PARKWAY	GREENS PRAIRIE ROAD TO ARRINGTON ROAD	1.55	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	2015	0	2015	\$ 7,311,480.00	\$ 7,311,480.00
C-12	ROYDER ROAD EXTENSION	I-GN ROAD TO WELLBORN ROAD	0.22	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	286	0	286	\$ 3,360,000.00	\$ 3,360,000.00
C-13	ROYDER ROAD	WELLBORN ROAD TO 885' S OF GREENS PRAIRIE ROAD	1.03	4	4 LANE MINOR ARTERIAL	65	100%	650	2678	67	2611	\$ 7,686,614.00	\$ 7,686,614.00
C-14	VICTORIA AVENUE	SOUTHERN PLANTATION DRIVE TO WILLIAM D. FITCH PARKWAY	0.48	2	2 LANE MAJOR COLLECTOR	634	100%	550	528	304	224	\$ 1,973,927.00	\$ 1,973,927.00
		GRAHAM ROAD AND VICTORIA AVENUE					100%					\$ 350,000.00	\$ 350,000.00
		BARRON ROAD AND ALEXANDRIA AVENUE					100%					\$ 320,994.00	\$ 320,994.00
		BARRON ROAD AND DECATUR DRIVE					100%					\$ 350,000.00	\$ 350,000.00
		BARRON ROAD AND LONGMIRE DRIVE					100%					\$ 350,000.00	\$ 350,000.00
		LONGMIRE DRIVE AND EAGLE AVENUE					100%					\$ 350,000.00	\$ 350,000.00
		WILLIAM D. FITCH PARKWAY AND VICTORIA AVENUE SIGNAL					100%					\$ 816,249.00	\$ 816,249.00
SUBTOTAL									34,912	7,551	27,361	\$ 82,571,763	\$ 78,233,064

2021 Roadway Impact Fee Study Cost Per Service Area \$ 17,500

TOTAL COST IN SERVICE AREA C \$ 78,250,564

City of College Station - 2021 Roadway Impact Fee Study

CIP Service Units of Supply

10/19/2021

Service Area D

Project ID #	ROADWAY	LIMITS	LENGTH (MI)	LANES	CLASSIFICATION	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
A-5, D-1	ROCK PRAIRIE ROAD	SH 6 NBFR TO STONEBROOK DRIVE	0.41	4	4 LANE MAJOR ARTERIAL (1/2)	964	50%	650	533	198	335	\$ 2,164,000.00	\$ 1,082,000.00
A-6, D-2	ROCK PRAIRIE ROAD	STONEBROOK DRIVE TO TOWN LAKE DRIVE	0.59	4	4 LANE MAJOR ARTERIAL	870	50%	650	767	257	510	\$ 5,136,000.00	\$ 2,568,000.00
D-3	ROCK PRAIRIE ROAD	TOWN LAKE DRIVE TO WILLIAM D. FITCH PARKWAY	1.89	4	4 LANE MAJOR ARTERIAL	603	100%	650	4914	1140	3774	\$ 17,245,000.00	\$ 17,245,000.00
D-4	MIDTOWN DRIVE	MEDICAL AVENUE TO 990' E OF MEDICAL AVENUE	0.19	4	4 LANE MINOR ARTERIAL	123	100%	650	494	23	471	\$ 1,028,820.00	\$ 1,028,820.00
D-5	MIDTOWN DRIVE	990' E OF MEDICAL AVENUE TO 800' S OF TOWN LAKE DRIVE	0.43	4	4 LANE MINOR ARTERIAL (1/2)	123	100%	650	1118	53	1065	\$ 4,535,000.00	\$ 4,535,000.00
D-6	MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE TO 2605' S OF CORPORATE PARKWAY	0.98	2	2 LANE MAJOR COLLECTOR	123	100%	550	1078	121	957	\$ 5,374,808.00	\$ 5,374,808.00
D-7	DURHAM DRIVE	MIDTOWN DRIVE TO ROCK PRAIRIE ROAD	0.40	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	440	0	440	\$ 981,960.00	\$ 981,960.00
A-7, D-8	BIRD POND ROAD	ROCK PRAIRIE ROAD TO 1055' E OF ROCK PRAIRIE ROAD	0.20	4	4 LANE MAJOR ARTERIAL	NEW	50%	650	260	0	260	\$ 1,758,000.00	\$ 879,000.00
D-9	TOWN LAKE DRIVE	SH 6 NBFR TO MIDTOWN DRIVE	0.37	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	481	0	481	\$ 1,753,000.00	\$ 1,753,000.00
D-10	CORPORATE PARKWAY	SH 6 NBFR TO MIDTOWN DRIVE	0.26	2	2 LANE MAJOR COLLECTOR	50	100%	550	286	13	273	\$ 1,436,191.91	\$ 1,436,191.91
D-11	CORPORATE PARKWAY	MIDTOWN DRIVE TO WILLIAM D. FITCH PARKWAY	1.21	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	1331	0	1331	\$ 9,894,000.00	\$ 9,894,000.00
D-12	PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE TO ST ANDREWS DRIVE	0.38	4	4 LANE MINOR ARTERIAL (1/2)	560	100%	650	988	213	775	\$ 2,137,000.00	\$ 2,137,000.00
D-13	PEBBLE CREEK PARKWAY	ST ANDREWS DRIVE TO 275' S OF LONE STAR LANE	1.96	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	2548	0	2548	\$ 9,181,000.00	\$ 9,181,000.00
D-14	LAKEWAY DRIVE	1645' S OF GATEWAY BOULEVARD TO SH 6 NBFR	1.02	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	1122	0	1122	\$ 2,635,080.00	\$ 2,635,080.00
D-15	MATHER PARKWAY	NANTUCKET DRIVE TO 1920' S OF NANTUCKET DRIVE	0.36	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	396	0	396	\$ 882,000.00	\$ 882,000.00
D-16	NANTUCKET DRIVE	SH 6 NBFR TO PEBBLE CREEK PARKWAY	1.22	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	1586	0	1586	\$ 5,877,000.00	\$ 5,877,000.00
D-17	NANTUCKET DRIVE	PEBBLE CREEK PARKWAY TO SOUTHERN POINTE PARKWAY	1.20	2	2 LANE MAJOR COLLECTOR	NEW	100%	550	1320	0	1320	\$ 3,083,220.00	\$ 3,083,220.00
D-18	SOUTHERN POINTE PARKWAY	205' W OF PIPELINE ROAD TO 280' E OF NANTUCKET DRIVE	0.87	2	4 LANE MINOR ARTERIAL (50%)	NEW	100%	650	1131	0	1131	\$ 3,902,000.00	\$ 3,902,000.00
SUBTOTAL									20,793	2,018	18,775	\$ 79,004,080	\$ 74,475,080

2021 Roadway Impact Fee Study Cost Per Service Area \$ 17,500

TOTAL COST IN SERVICE AREA D \$ 74,492,580

C. EXISTING FACILITIES INVENTORY

DRAFT

College Station - 2021 Roadway Impact Fee Study
Existing Roadway Facilities Inventory

Service Area A

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES		TYPE	Classification	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY PK-HR VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI	
					NBWB	SBWB			NBWB	SBWB		NBWB	SBWB	NBWB	SBWB	NBWB	SBWB				
BIRD POND ROAD	1055 E OF ROCK PRAIRIE ROAD	TRUMPETER SWAN DRIVE	1120	0.21	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	9,015	9,015	2,270	2,270	6,745	6,745		
BIRD POND ROAD	TRUMPETER SWAN DRIVE	FROST DRIVE	765	0.14	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	6,158	6,158	1,550	1,550	4,607	4,607		
BIRD POND ROAD	FROST DRIVE	RUDDY DUCK DRIVE	2965	0.56	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	23,866	23,866	6,009	6,009	17,857	17,857		
BIRD POND ROAD	RUDDY DUCK DRIVE	1115 E OF RUDDY DUCK DRIVE	1115	0.21	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	8,975	8,975	2,260	2,260	6,715	6,715		
BOONVILLE ROAD	275 N OF UNIVERSITY DRIVE E	UNIVERSITY DRIVE E	275	0.05	2	2	4D	6 Lane Major Arterial	641	641	50	650	650	3,385	3,385	1,668	1,668	1,717	1,717		
BOONVILLE ROAD	UNIVERSITY DRIVE E	HICKS LANE	1535	0.29	2	2	4D	6 Lane Major Arterial	702	702	50	650	650	18,897	18,897	10,197	10,197	8,700	8,700		
BOONVILLE ROAD	HARVEY ROAD	HARVEY ROAD	2150	0.41	2	2	4D	6 Lane Major Arterial	702	702	50	650	650	26,468	26,468	14,282	14,282	12,185	12,185		
BOONVILLE ROAD	HARVEY ROAD	437 S OF HARVEY ROAD	430	0.08	2	2	4D	6 Lane Major Arterial	710	710	50	650	650	5,294	5,294	2,891	2,891	2,402	2,402		
COPPERFIELD PARKWAY	UNIVERSITY DRIVE E	HARVEY ROAD	3180	0.60	2	2	4D	4 Lane Minor Arterial	248	248	100	650	650	78,295	78,295	14,936	14,936	63,359	63,359		
DARTMOUTH STREET	HARVEY ROAD	HOLLEMAN DRIVE E	1805	0.34	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	18,802	18,802	12,649	12,649	6,153	6,153		
DARTMOUTH STREET	HOLLEMAN DRIVE	MANUEL DRIVE	570	0.11	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	5,938	5,938	3,994	3,994	1,943	1,943		
DARTMOUTH STREET	MANUEL DRIVE	COLGATE DRIVE	935	0.18	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	9,740	9,740	6,552	6,552	3,188	3,188		
DARTMOUTH STREET	COLGATE DRIVE	BRENTWOOD DRIVE E	675	0.13	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	7,031	7,031	4,730	4,730	2,301	2,301		
DARTMOUTH STREET	BRENTWOOD DRIVE E	SOUTHWEST PARKWAY E	450	0.09	1	1	3U	4 Lane Minor Arterial	370	370	100	550	550	4,688	4,688	3,153	3,153	1,534	1,534		
DARTMOUTH STREET	SOUTHWEST PARKWAY E	KRENEK TAP ROAD	1565	0.30	2	2	5U	4 Lane Minor Arterial	232	232	100	600	600	35,568	35,568	6,862	6,862	28,706	28,706		
DARTMOUTH STREET	KRENEK TAP ROAD	HARVEY MITCHELL PARKWAY S	2160	0.41	2	2	4D	4 Lane Minor Arterial	232	232	100	650	650	53,182	53,182	9,470	9,470	43,711	43,711		
DARTMOUTH STREET	HARVEY MITCHELL PARKWAY S	720 S OF HARVEY MITCHELL PARKWAY S	720	0.14	1	1	3U	2 Lane Major Collector	0	0	100	550	550	7,500	7,500	0	0	7,500	7,500		
DOMINIK DRIVE	GEORGE BUSH DRIVE E	STALLINGS DRIVE	1875	0.36	1	1	2U	2 Lane Major Collector	347	347	100	425	425	15,092	15,092	12,322	12,322	2,770	2,770		
DOMINIK DRIVE	STALLINGS DRIVE	MUNSON AVENUE	1115	0.21	1	1	2U	2 Lane Major Collector	125	125	100	425	425	8,975	8,975	2,629	2,629	6,346	6,346		
E TARROW DRIVE	COUPLLET SPLIT	UNIVERSITY DRIVE E	965	0.18	3	0	3UO	4 Lane Minor Arterial	214	0	100	550	550	30,156	0	3,902	0	26,254	0		
EISENHOWER STREET	UNIVERSITY DRIVE E	ASH STREET	1100	0.21	1	1	2U	2 Lane Major Collector	0	0	100	425	425	8,854	8,854	0	0	8,854	8,854		
EISENHOWER STREET	ASH STREET	LINCOLN AVENUE	655	0.12	1	1	2U	2 Lane Major Collector	0	0	100	425	425	5,272	5,272	0	0	5,272	5,272		
EMERALD PARKWAY	SH 6 NBFR	SH 6 NBFR	170	0.03	3	3	6D	4 Lane Minor Arterial	213	213	100	750	750	7,244	7,244	686	686	6,559	6,559		
EMERALD PARKWAY	SH 6 NBFR	CORSAIR CIRCLE	865	0.16	2	2	4D	4 Lane Minor Arterial	213	213	100	650	650	21,297	21,297	3,489	3,489	17,808	17,808		
EMERALD PARKWAY	CORSAIR CIRCLE	SANDSTONE DRIVE	1805	0.34	1	1	2D	2 Lane Major Collector	213	213	100	550	550	17,093	17,093	7,282	7,282	9,811	9,811		
EMERALD PARKWAY	SANDSTONE DRIVE	APPOMATTOX DRIVE	325	0.06	1	1	3U	2 Lane Major Collector	213	213	100	550	550	3,385	3,385	1,311	1,311	2,074	2,074		
EMERALD PARKWAY	APPOMATTOX DRIVE	BENT OAK STREET	1280	0.24	1	1	3U	2 Lane Major Collector	213	213	100	550	550	13,333	13,333	5,164	5,164	8,170	8,170		
GEORGE BUSH DRIVE E	S TEXAS AVENUE	FOSTER AVENUE	860	0.16	2	2	4D	4 Lane Minor Arterial	633	633	100	650	650	21,174	21,174	10,302	10,302	10,872	10,872		
GEORGE BUSH DRIVE E	FOSTER AVENUE	DOMINIK DRIVE	645	0.12	2	2	4D	4 Lane Minor Arterial	633	633	100	650	650	15,881	15,881	7,727	7,727	8,154	8,154		
GEORGE BUSH DRIVE E	DOMINIK DRIVE	UNIVERSITY OAKS BOULEVARD	695	0.13	1	1	3U	4 Lane Minor Arterial	319	319	100	550	550	6,302	6,302	3,649	3,649	2,653	2,653		
GEORGE BUSH DRIVE E	UNIVERSITY OAKS BOULEVARD	HARVEY ROAD	905	0.17	1	1	3U	4 Lane Minor Arterial	319	319	100	550	550	9,427	9,427	5,459	5,459	3,968	3,968		
GEORGE BUSH DRIVE E	HARVEY ROAD	HOLLEMAN DRIVE E	1270	0.24	1	1	3U	2 Lane Major Collector	317	317	100	550	550	13,229	13,229	7,613	7,613	5,616	5,616		
GLENHAVEN DRIVE	UNIVERSITY DRIVE E	FRANCIS DRIVE	1125	0.21	1	1	2U	2 Lane Major Collector	188	188	100	425	425	9,055	9,055	4,006	4,006	5,050	5,050		
GLENHAVEN DRIVE	FRANCIS DRIVE	BRADENWOOD DRIVE	535	0.10	1	1	2U	2 Lane Major Collector	188	188	100	425	425	4,306	4,306	1,905	1,905	2,401	2,401		
HARVEY MITCHELL PARKWAY S	S TEXAS AVENUE	DARTMOUTH STREET	1945	0.37	2	2	SU-TX	6 Lane Major Arterial	922	922	100	950	950	69,991	69,991	33,945	33,945	36,045	36,045		
HARVEY MITCHELL PARKWAY S	DARTMOUTH STREET	SH 6 SBFR	1865	0.35	2	2	SU-TX	6 Lane Major Arterial	922	922	100	950	950	67,112	67,112	32,549	32,549	34,563	34,563		
HARVEY MITCHELL PARKWAY S	SH 6 SBFR	SH 6 SBFR	240	0.05	3	3	6D-TX	6 Lane Major Arterial	922	922	100	950	950	12,955	12,955	4,189	4,189	8,766	8,766		
HARVEY ROAD	S TEXAS AVENUE	GEORGE BUSH DRIVE E	1135	0.21	2	2	SU-TX	4 Lane Major Arterial	1003	1003	100	950	950	40,843	40,843	21,550	21,550	19,293	19,293		
HARVEY ROAD	GEORGE BUSH DRIVE E	STALLINGS DRIVE	1260	0.24	2	2	SU-TX	4 Lane Major Arterial	1003	1003	100	950	950	45,341	45,341	23,923	23,923	21,418	21,418		
HARVEY ROAD	STALLINGS DRIVE	DARTMOUTH STREET	1265	0.24	2	2	SU-TX	4 Lane Major Arterial	1003	1003	100	950	950	45,521	45,521	24,018	24,018	21,503	21,503		
HARVEY ROAD	DARTMOUTH STREET	MUNSON AVENUE	365	0.07	2	2	4D-TX	4 Lane Major Arterial	1068	1068	100	950	950	13,134	13,134	7,383	7,383	5,752	5,752		
HARVEY ROAD	MUNSON AVENUE	SCARLETT OHARA DRIVE	1900	0.36	2	2	SU-TX	4 Lane Major Arterial	1068	1068	100	950	950	68,371	68,371	38,432	38,432	29,939	29,939		
HARVEY ROAD	SCARLETT OHARA DRIVE	SH 6 SBFR	1135	0.21	2	2	SU-TX	4 Lane Major Arterial	1068	1068	100	950	950	40,843	40,843	22,558	22,558	17,885	17,885		
HARVEY ROAD	SH 6 SBFR	SH 6 SBFR	805	0.15	3	3	6D-TX	4 Lane Major Arterial	577	577	100	750	750	34,304	34,304	8,797	8,797	25,507	25,507		
HARVEY ROAD	SH 6 SBFR	APPOMATTOX DRIVE	590	0.11	1	2	SU-TX	4 Lane Major Arterial	577	577	100	950	950	10,616	10,616	6,448	6,448	4,168	4,168		
HARVEY ROAD	APPOMATTOX DRIVE	HARVEY TO LINDA CONNECTOR	2615	0.50	1	1	2U-TX	4 Lane Major Arterial	577	577	100	950	950	47,050	47,050	28,577	28,577	18,473	18,473		
HARVEY ROAD	HARVEY TO LINDA CONNECTOR	570 E OF HARVEY TO LINDA CONNECTOR	570	0.11	1	1	2U-TX	4 Lane Major Arterial	568	568	100	950	950	10,256	10,256	6,132	6,132	4,124	4,124		
HARVEY ROAD	570 E OF HARVEY TO LINDA CONNECTOR	COPPERFIELD PARKWAY	3180	0.60	1	1	3U-TX	4 Lane Major Arterial	568	568	100	950	950	57,216	57,216	34,209	34,209	23,007	23,007		
HARVEY ROAD	COPPERFIELD PARKWAY	SUMMIT CROSSING LANE	2565	0.48	1	1	3U-TX	4 Lane Major Arterial	463	463	100	950	950	45,061	45,061	22,448	22,448	22,612	22,612		
HARVEY ROAD	SUMMIT CROSSING LANE	BOONVILLE ROAD	2565	0.49	1	1	3U-TX	4 Lane Major Arterial	422	422	100	950	950	46,151	46,151	20,476	20,476	25,674	25,674		
HOLLEMAN DRIVE E	S TEXAS AVENUE	GEORGE BUSH DRIVE E	1055	0.20	1	1	3U	2 Lane Major Collector	164	164	100	550	550	10,990	10,990	3,267	3,267	7,723	7,723		
HOLLEMAN DRIVE E	GEORGE BUSH DRIVE E	LASSIE LANE	410	0.08	1																

College Station - 2021 Roadway Impact Fee Study
Existing Roadway Facilities Inventory

Service Area B

Service Area B																					9/30/2021	
ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES		TYPE	Classification	PM PEAK HOUR VOL	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN	VEH-MI SUPPLY PK-HR TOTAL	VEH-MI DEMAND PK-HR TOTAL	EXCESS CAPACITY PK-HR VEH-MI	EXISTING DEFICIENCIES PK-HR VEH-MI							
					NB/EB	SB/WS			NB/EB	SB/WS		NB/EB	SB/WS	NB/EB	SB/WS							
AGRONOMY ROAD	F AND B ROAD	RAYMOND STOTZER PARKWAY	3975	0.75	1	1	3U	2 Lane Major Collector	413	413	100	550	550	41,406	10,352							
ANDERSON STREET	GEORGE BUSH DRIVE	PARK PLACE	1430	0.27	1	1	3U	2 Lane Major Collector	337	337	100	550	550	14,896	9,127							
ANDERSON STREET	PARK PLACE	HOLLEMAN DRIVE	1975	0.37	1	1	3U	2 Lane Major Collector	337	337	100	550	550	20,573	12,606							
ANDERSON STREET	HOLLEMAN DRIVE	BRENTWOOD DRIVE	2125	0.40	1	1	3U	2 Lane Major Collector	337	337	100	550	550	22,136	13,963							
ANDERSON STREET	BRENTWOOD DRIVE	SOUTH WEST PARKWAY	895	0.17	1	1	3U	2 Lane Major Collector	337	337	100	550	550	9,323	5,712							
BRENTWOOD DRIVE	S TEXAS AVENUE		1330	0.25	1	1	3U	2 Lane Major Collector	216	216	100	550	550	13,854	5,428							
COLLEGE AVENUE	E BROOKSIDE DRIVE		2150	0.41	2	2	4D	4 Lane Minor Arterial	506	506	50	650	650	26,468	10,292							
COLLEGE AVENUE	INLOW BOULEVARD		940	0.18	2	2	4D	4 Lane Minor Arterial	506	506	100	650	650	23,144	8,999							
COLLEGE AVENUE	CROSS STREET	UNIVERSITY DRIVE	1250	0.24	2	2	4D	4 Lane Minor Arterial	506	506	100	650	650	30,777	11,967							
DEACON DRIVE S	HOLLEMAN DRIVE S	TOWERS PARKWAY	1060	0.20	1	1	3U	2 Lane Major Collector	132	132	100	550	550	11,042	2,650							
DEACON DRIVE W	TOWERS PARKWAY	GENERAL PARKWAY	1095	0.20	1	1	3U	2 Lane Major Collector	132	132	100	550	550	19,740	4,738							
DEACON DRIVE W	GENERAL PARKWAY	OLD WELBORN ROAD	715	0.14	1	1	3U	2 Lane Major Collector	112	112	100	550	550	7,448	1,510							
DEACON DRIVE W	WELBORN ROAD	WELSH AVENUE	2885	0.55	1	1	3U	2 Lane Major Collector	204	204	100	550	550	30,052	11,147							
DEACON DRIVE	WELSH AVENUE	RIO GRANDE BOULEVARD	2310	0.44	1	1	3U	2 Lane Major Collector	204	204	100	550	550	24,063	8,925							
DEACON DRIVE	RIO GRANDE BOULEVARD	BROTHERS BOULEVARD	1545	0.29	1	1	3U	2 Lane Major Collector	204	204	100	550	550	16,094	5,969							
DEACON DRIVE	BROTHERS BOULEVARD	LONGMIRE DRIVE	2540	0.48	1	1	3U	2 Lane Major Collector	204	204	100	550	550	26,458	9,814							
DEACON DRIVE	LONGMIRE DRIVE	S TEXAS AVENUE	675	0.13	1	1	3U	2 Lane Major Collector	204	204	100	550	550	7,031	2,608							
F AND B ROAD	190 E OF TURKEY CREEK ROAD	HARVEY MITCHELL PARKWAY S	2570	0.49	1	1	3U	4 Lane Minor Arterial	303	303	100	425	425	20,687	14,748							
F AND B ROAD	HARVEY MITCHELL PARKWAY S	FINFEATHER ROAD	5085	1.13	1	1	3U	4 Lane Minor Arterial	303	303	100	550	550	62,344	34,346							
F AND B ROAD	FINFEATHER ROAD	965 E OF FINFEATHER ROAD	865	0.16	1	1	3U	4 Lane Minor Arterial	303	303	100	550	550	9,010	4,964							
FINFEATHER ROAD	F AND B ROAD		3965	0.69	1	1	3U	2 Lane Major Collector	292	292	100	550	550	38,177	19,574							
GEORGE BUSH DRIVE W	HARVEY MITCHELL PARKWAY S	PENBERTHY BOULEVARD	4035	0.76	2	2	4D	4 Lane Major Arterial	701	701	100	650	650	99,347	53,571							
GEORGE BUSH DRIVE W	PENBERTHY ROAD	MARION PUGH DRIVE	2160	0.41	2	2	4D	4 Lane Major Arterial	701	701	100	650	650	53,182	28,677							
GEORGE BUSH DRIVE W	MARION PUGH DRIVE	WELBORN ROAD	2130	0.40	1	1	3U	2 Lane Major Collector	204	204	100	550	550	24,063	8,925							
GEORGE BUSH DRIVE	WELBORN ROAD	MONTCLAIR AVENUE	750	0.14	2	2	4D	4 Lane Major Arterial	1129	1129	100	600	600	18,466	16,037							
GEORGE BUSH DRIVE	MONTCLAIR AVENUE	FAIRVIEW AVENUE	325	0.06	2	2	5U	4 Lane Major Arterial	1129	1129	100	600	600	7,386	6,949							
GEORGE BUSH DRIVE	FAIRVIEW AVENUE	DEXTER DRIVE	1125	0.21	2	2	5U	4 Lane Major Arterial	1129	1129	100	600	600	25,568	24,055							
GEORGE BUSH DRIVE	DEXTER DRIVE	TIMBER STREET	1440	0.27	2	2	4D	4 Lane Major Arterial	1129	1129	100	600	600	35,455	30,791							
GEORGE BUSH DRIVE	TIMBER STREET	ANDERSON STREET	1445	0.27	2	2	5U	4 Lane Major Arterial	1144	1144	100	600	600	32,841	31,295							
GEORGE BUSH DRIVE	ANDERSON STREET	S TEXAS AVENUE	1970	0.37	2	2	5U	4 Lane Major Arterial	1144	1144	100	600	600	44,773	42,665							
GRAHAM ROAD N	S DOWLING ROAD		590	0.11	2	2	4D	4 Lane Major Arterial	54	54	50	425	425	2,375	2,098							
GRAHAM ROAD N	S DOWLING ROAD	HOLLEMAN DRIVE S	3705	0.70	1	1	2U	2 Lane Major Collector	54	54	50	425	425	14,911	1,877							
HARVEY MITCHELL PARKWAY S	WELSH AVENUE		3930	0.74	2	2	4D-TX	6 Lane Major Arterial	1181	1181	100	950	950	99,347	53,571							
HARVEY MITCHELL PARKWAY S	WELSH AVENUE	NUCES DRIVE	880	0.17	2	2	4D-TX	6 Lane Major Arterial	1181	1181	100	950	950	31,667	19,675							
HARVEY MITCHELL PARKWAY S	WELSH AVENUE	RIO GRANDE BOULEVARD	1420	0.27	2	2	4D-TX	6 Lane Major Arterial	1181	1181	100	950	950	51,098	31,088							
HARVEY MITCHELL PARKWAY S	RIO GRANDE BOULEVARD	SOUTHWOOD DRIVE	1290	0.24	2	2	4D-TX	6 Lane Major Arterial	1291	1291	100	950	950	46,420	31,541							
HARVEY MITCHELL PARKWAY S	SOUTHWOOD DRIVE	LONGMIRE DRIVE	1495	0.28	2	2	4D-TX	6 Lane Major Arterial	1291	1291	100	950	950	53,797	36,554							
HEALTH SCIENCE CENTER PARKWAY	1970 W OF S TRADITIONS DRIVE		1970	0.37	2	2	4D	4 Lane Minor Arterial	116	116	100	650	650	4,504	4,309							
HOLLEMAN DRIVE W	JONES BUTLER ROAD	HARVEY MITCHELL PARKWAY S	2370	0.45	1	1	2U	2 Lane Major Collector	408	408	100	425	425	19,077	18,291							
HOLLEMAN DRIVE W	HARVEY MITCHELL PARKWAY S	N DOWLING ROAD	2455	0.45	1	1	2U	2 Lane Major Collector	408	408	100	425	425	50,615	42,949							
HOLLEMAN DRIVE S	N DOWLING ROAD	GENERAL PARKWAY	1270	0.24	2	2	4D	4 Lane Minor Arterial	426	426	100	650	650	31,269	10,247							
HOLLEMAN DRIVE S	GENERAL PARKWAY	FEATHER TO GENERAL CONNECTOR	1400	0.27	2	2	5U	4 Lane Minor Arterial	426	426	100	600	600	31,818	11,295							
HOLLEMAN DRIVE S	FEATHER TO GENERAL CONNECTOR	TOWERS PARKWAY	1205	0.23	2	2	5U	4 Lane Minor Arterial	175	175	100	600	600	27,386	3,982							
HOLLEMAN DRIVE S	TOWERS PARKWAY	WELBORN ROAD	125	0.14	2	2	5U	4 Lane Minor Arterial	175	175	100	600	600	14,911	1,877							
HOLLEMAN DRIVE S	CAIN ROAD	DEACON DRIVE W	1420	0.27	2	2	5U	4 Lane Minor Arterial	175	175	100	600	600	32,273	4,693							
DEACON DRIVE W	ROCK PRAIRIE ROAD W		2225	0.42	2	2	4D	4 Lane Minor Arterial	175	175	100	650	650	54,782	7,353							
HOLLEMAN DRIVE W	905 S OF ROCK PRAIRIE ROAD W		205	0.09	1	1	3U	2 Lane Major Collector	589	589	100	550	550	6,515	4,065							
HOLLEMAN DRIVE S	290 S OF ROCK PRAIRIE ROAD W	GRAHAM ROAD N	1365	0.26	1	1	2U	2 Lane Minor Arterial	175	175	100	425	425	10,987	4,511							
HOLLEMAN DRIVE W	JONES BUTLER ROAD	MARION PUGH DRIVE	885	0.17	1	1	2U	2 Lane Major Collector	408	408	100	425	425	7,124	6,830							
HOLLEMAN DRIVE W	MARION PUGH DRIVE	WELBORN ROAD	830	0.16	1	1	3U	2 Lane Major Collector	408	408	100	550	550	8,646	6,406							
HOLLEMAN DRIVE	WELBORN ROAD	FAIRVIEW AVENUE	1225	0.23	1	1	3U	2 Lane Major Collector	589	589	100	550	550	23,931	24,911							
HOLLEMAN DRIVE	FAIRVIEW AVENUE	WELSH AVENUE	310	0.06	1	1	3U	2 Lane Major Collector	589	589	100	550	550	3,229	3,455							
HOLLEMAN DRIVE	WELSH AVENUE	S DEXTER DRIVE	635	0.12	1	1	3U	2 Lane Major Collector	589	589	100	550	550	6,615	7,078							
HOLLEMAN DRIVE	S DEXTER DRIVE	GLADE STREET	2095	0.40	2	2	5U	4 Lane Major Arterial	589	589	100	550	550	23,931	6,523							
HOLLEMAN DRIVE	GLADE STREET	ANDERSON STREET	1125	0.21	1	1	3U	2 Lane Major Collector	589	589	100	550	550	11,719	12,539							
HOLLEMAN DRIVE	ANDERSON STREET	S TEXAS AVENUE	2300	0.44	1	1	3U	2 Lane Major Collector	589	589	100	550	550	23,958	25,635							
HOLLEMAN DRIVE W	UTHER STREET W		1485	0.28	2	2	4U	4 Lane Major Arterial	728	728	100	525	525	23,669	9,931							
JONES BUTLER ROAD	HOLLEMAN DRIVE W	HARVEY MITCHELL PARKWAY S NBFR	4670	0.51	2	2	4U	4 Lane Minor Arterial	89	89	100	425	425	53,097	4,475							
JUNCTION BOYS ROAD	N DOWLING ROAD	MARKET STREET	845	0.16	1	1	2D	2 Lane Major Collector	0	0	100	500	500	8,002	8,002							
LONGMIRE DRIVE	BROTHERS BOULEVARD		1545	0.29	1	1	3U	2 Lane Major Collector	581	581	100	550	550	16,094	5,969							
LONGMIRE DRIVE	BROTHERS BOULEVARD	LONGMIRE DRIVE	1165	0.41	1	1	3U	2 Lane Major Collector	581	581	100	550	550	16,094	5,969							
LONGMIRE DRIVE	PONDEROSA DRIVE		2205	0.42	1	1	3U	2 Lane Major Collector	581	581	100	550	550	22,969	24,242							
LONGMIRE DRIVE	PONDEROSA DRIVE	PNON DRIVE	495	0.09	1	1	3U	2 Lane Major Collector	581	581	100	550	550	5,156	5,442							
LONGMIRE DRIVE	PNON DRIVE	170 N OF ROCK PRAIRIE ROAD	1045	0.20	1	1	2U	2 Lane Major Collector	581													

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Service Area C

ROADWAY		FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES		TYPE	Classification	PM PEAK HOUR VOL	% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI		
						NB/EB	SB/WB			NB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
ARRINGTON ROAD	SH 6 SBFR	DECATUR DRIVE		1320	0.25			3U	2 Lane Major Collector	144	144	100										
ARRINGTON ROAD	DECATUR DRIVE	WILLIAM D. FITCH PARKWAY WB		3315	0.63	1	1	2D	2 Lane Major Collector	396	396	100	500	500	31,392	31,392	24,863	24,863	6,530	6,530		
ARRINGTON ROAD	WILLIAM D. FITCH PARKWAY WB	WILLIAM D. FITCH PARKWAY		155	0.03	2	2	4U	2 Lane Major Collector	573	573	100	525	525	3,082	3,082	1,681	1,681	1,402	1,402		
ARRINGTON ROAD	WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH PARKWAY EB		70	0.01	2	2	4U	4 Lane Minor Arterial	573	573	100	525	525	1,392	1,392	759	759	823	823		
ARRINGTON ROAD	GREENS PRAIRIE ROAD	GREENS PRAIRIE ROAD		555	0.11	2	2	4D	4 Lane Minor Arterial	94	94	100	650	650	13,665	13,665	988	988	12,677	12,677		
ARRINGTON ROAD	GREENS PRAIRIE ROAD	S OAKS DRIVE		2270	0.43	1	1	3U	4 Lane Minor Arterial	94	94	100	550	550	23,646	23,646	4,041	4,041	19,605	19,605		
ARRINGTON ROAD	S OAKS DRIVE	DIAMONDBACK DRIVE		2880	0.55	1	1	2U	4 Lane Minor Arterial	94	94	50	425	425	11,591	11,591	2,564	2,564	9,027	9,027		
ARRINGTON ROAD	DIAMONDBACK DRIVE	WS PHILLIPS PARKWAY		4810	0.91	1	1	2U	4 Lane Minor Arterial	94	94	50	425	425	10,358	10,358	4,282	4,282	15,077	15,077		
BARRON ROAD	1765 E OF WELLBORN ROAD	WELLBORN ROAD		1765	0.33	1	2U	4U	4 Lane Minor Arterial	190	190	100	425	425	14,207	14,207	6,351	6,351	7,856	7,856		
BARRON ROAD	1765 E OF WELLBORN ROAD	WS PHILLIPS PARKWAY		820	0.16	1	2U	4U	4 Lane Minor Arterial	231	231	100	425	425	6,600	6,600	3,580	3,580	3,021	3,021		
BARRON ROAD	WS PHILLIPS PARKWAY	WILLIAM D. FITCH PARKWAY SB		370	0.07	2	1	3D	4 Lane Minor Arterial	231	231	100	550	550	7,708	3,854	1,615	1,615	6,239	6,239		
BARRON ROAD	WILLIAM D. FITCH PARKWAY SB	WILLIAM D. FITCH PARKWAY		275	0.05	2	2	4U	4 Lane Minor Arterial	231	231	100	525	525	5,469	5,469	1,201	1,201	4,268	4,268		
BARRON ROAD	WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH PARKWAY NB		105	0.02	2	2	4U	4 Lane Minor Arterial	231	231	100	525	525	2,088	2,088	458	458	1,630	1,630		
BARRON ROAD	WILLIAM D. FITCH PARKWAY NB	VICTORIA AVENUE		2655	0.50	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	65,393	65,393	33,715	33,715	31,654	31,654		
BARRON ROAD	VICTORIA AVENUE	NEWPORT LANE		1360	0.26	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	33,485	33,485	17,270	17,270	16,214	16,214		
BARRON ROAD	NEWPORT LANE	ALEXANDRIA AVENUE		1265	0.24	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	31,146	31,146	16,064	16,064	15,082	15,082		
BARRON ROAD	ALEXANDRIA AVENUE	DECATUR DRIVE		1325	0.25	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	32,623	32,623	16,826	16,826	15,797	15,797		
BARRON ROAD	DECATUR DRIVE	LONGMIRE DRIVE		840	0.16	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	20,682	20,682	10,667	10,667	10,015	10,015		
BARRON ROAD	LONGMIRE DRIVE	SH 6		1125	0.21	2	2	4D	4 Lane Minor Arterial	671	671	100	650	650	27,699	27,699	14,286	14,286	13,413	13,413		
CAPSTONE DRIVE	I-GN ROAD	1265 W OF WELLBORN ROAD		3545	0.67	1	1	2U	4 Lane Minor Arterial	119	119	50	425	425	14,267	14,267	3,995	3,995	10,272	10,272		
DECATUR DRIVE	SARRON ROAD	SOUTHERN PLANTATION DRIVE		1660	0.31	1	1	2U	2 Lane Major Collector	200	200	100	425	425	13,362	13,362	5,268	5,268	7,074	7,074		
DECATUR DRIVE	ALEXANDRIA DRIVE	ARRINGTON ROAD		1490	0.28	1	1	2D	2 Lane Major Collector	200	200	100	500	500	14,110	14,110	5,644	5,644	8,466	8,466		
GRAHAM ROAD N	145 W OF TOWERS PARKWAY	TOWERS PARKWAY		845	0.16	1	1	2U	2 Lane Major Collector	0	0	100	425	425	6,802	6,802	0	0	6,802	6,802		
GRAHAM ROAD N	TOWERS PARKWAY	GENERAL PARKWAY		1465	0.28	1	1	2U	2 Lane Major Collector	0	0	100	425	425	11,792	11,792	0	0	11,792	11,792		
GRAHAM ROAD	WELBORN ROAD	BRANDENBURG LANE		935	0.18	1	1	3U	2 Lane Major Collector	269	269	100	550	550	9,740	9,740	4,764	4,764	4,976	4,976		
GRAHAM ROAD	BRANDENBURG LANE	VICTORIA AVENUE		1460	0.28	1	1	3U	2 Lane Major Collector	294	294	100	550	550	15,208	15,208	8,116	8,116	7,093	7,093		
GRAHAM ROAD	VICTORIA AVENUE	SCHAFER AVENUE		1460	0.27	1	1	3U	2 Lane Major Collector	367	367	100	550	550	25,625	25,625	17,076	17,076	8,549	8,549		
GRAHAM ROAD	SCHAFER AVENUE	BIRMINGHAM ROAD		1670	0.32	1	1	3U	2 Lane Major Collector	390	390	100	550	550	17,396	17,396	12,335	12,335	5,061	5,061		
GRAHAM ROAD	BIRMINGHAM ROAD	LONGMIRE DRIVE		1250	0.24	1	1	3U	2 Lane Major Collector	390	390	100	550	550	13,021	13,021	9,233	9,233	3,788	3,788		
GRAHAM ROAD	SH 6 SBFR	WELLBORN ROAD		1015	0.19	1	1	2U	2 Lane Minor Collector	190	190	100	425	425	3,824	3,824	4,526	4,526	582	582		
GREENS PRAIRIE ROAD	140 W OF WELLBORN ROAD	WELLBORN ROAD		140	0.03	1	1	3U	4 Lane Minor Arterial	235	235	100	550	550	1,458	1,458	622	622	837	837		
GREENS PRAIRIE ROAD	WELLBORN ROAD	975 E OF WELLBORN ROAD		975	0.18	2	2	5U	4 Lane Minor Arterial	235	235	100	600	600	22,159	22,159	4,330	4,330	17,829	17,829		
GREENS PRAIRIE ROAD	975 E OF WELLBORN ROAD	ROYDER ROAD		2470	0.47	2	2	4D	4 Lane Minor Arterial	235	235	100	650	650	60,814	60,814	10,870	10,870	49,944	49,944		
GREENS PRAIRIE ROAD	ROYDER ROAD	CREEK MEADOW BOULEVARD N		1895	0.38	2	2	4D	4 Lane Minor Arterial	235	235	100	650	650	48,873	48,873	8,818	8,818	40,057	40,057		
GREENS PRAIRIE ROAD	CREEK MEADOW BOULEVARD N	1290 E OF CREEK MEADOW BOULEVARD N		1295	0.25	2	2	4D	4 Lane Minor Arterial	235	235	100	650	650	31,884	31,884	5,751	5,751	26,133	26,133		
GREENS PRAIRIE ROAD	975 W OF WS PHILLIPS PARKWAY	WS PHILLIPS PARKWAY		820	0.16	1	1	2U	4 Lane Minor Arterial	190	190	100	425	425	6,600	6,600	2,943	2,943	3,657	3,657		
GREENS PRAIRIE ROAD	WS PHILLIPS PARKWAY	CASTLEGATE DRIVE		3480	0.66	1	1	2U	4 Lane Minor Arterial	190	190	100	425	425	28,011	28,011	12,490	12,490	15,522	15,522		
GREENS PRAIRIE ROAD	CASTLEGATE DRIVE	WHITES CREEK LANE		2085	0.39	1	1	3U	4 Lane Minor Arterial	488	488	100	550	550	21,719	21,719	19,270	19,270	2,448	2,448		
GREENS PRAIRIE ROAD	WHITES CREEK LANE	ARRINGTON ROAD		1200	0.23	1	1	4U	4 Lane Minor Arterial	488	488	100	525	525	11,932	11,932	11,091	11,091	841	841		
HARRIS FERRY ROAD	2225 S OF I-GN TO ROYDER CONNECTOR	NANTUCKET DRIVE		975	0.18	1	1	2U	2 Lane Minor Collector	488	488	50	425	425	1,761	1,761	5,730	5,730	-3,969	-3,969	582	582
I AND GN ROAD	2225 S OF DOWLING ROAD	S DOWLING ROAD		1240	0.23	1	1	2U-R	2 Lane Major Collector	488	488	50	150	150	1,761	1,761	5,730	5,730	-3,969	-3,969	3,969	3,969
I-GN ROAD	S DOWLING ROAD	2225 S OF S DOWLING ROAD		3555	0.67	1	1	2U	4 Lane Minor Arterial	23	23	50	425	425	14,308	14,308	757	757	13,550	13,550		
I-GN ROAD	I-GN TO ROYDER CONNECTOR	KOPPE BRIDGE ROAD		2225	0.42	1	1	2U	4 Lane Minor Arterial	23	23	50	425	425	8,955	8,955	474	474	8,481	8,481		
I-GN ROAD	KOPPE BRIDGE ROAD	BIRMINGHAM ROAD		675	0.13	1	1	2U	4 Lane Minor Arterial	23	23	50	425	425	2,717	2,717	144	144	2,573	2,573		
LONGMIRE DRIVE	ROCK PRAIRIE ROAD	BIRMINGHAM ROAD		1150	0.22	1	1	3U	2 Lane Major Collector	194	194	100	550	550	11,979	11,979	4,214	4,214	7,765	7,765		
LONGMIRE DRIVE	BIRMINGHAM ROAD	BRIDLE GATE DRIVE		780	0.15	1	1	3U	2 Lane Major Collector	194	194	100	550	550	8,125	8,125	2,859	2,859	5,266	5,266		
LONGMIRE DRIVE	BRIDLE GATE DRIVE	1140 S OF BRIDLE GATE DRIVE		1460	0.28	1	1	3U	2 Lane Major Collector	194	194	100	550	550	15,208	15,208	5,351	5,351	9,858	9,858		
LONGMIRE DRIVE	1140 S OF BRIDLE GATE DRIVE	EAGLE AVENUE		1140	0.22	1	1	3U	2 Lane Major Collector	194	194	100	550	550	11,875	11,875	4,178	4,178	7,697	7,697		
LONGMIRE DRIVE	EAGLE AVENUE	BARRON ROAD		430	0.08	1	1	2U	2 Lane Major Collector	194	194	100	425	425	3,461	3,461	1,576	1,576	1,885	1,885		
LONGMIRE DRIVE	BARRON ROAD	1715 W OF TOWERS PARKWAY		1295	0.25	1	1	2U	2 Lane Major Collector	194	194	100	425	425	10,424	10,424	4,746	4,746	5,678	5,678		
ROCK PRAIRIE ROAD W	715 W OF TOWERS PARKWAY	TOWERS PARKWAY		715	0.14	1	1	2U	4 Lane Major Arterial	546	546	100	425	425	5,705	5,705	7,387	7,387	-1,632	-1,632	1,632	1,632
ROCK PRAIRIE ROAD W	GENERAL PARKWAY	WELLBORN ROAD		1775	0.34	1	1	2U	2 Lane Major Collector	546	546	100	425	425	14,287	14,287	18,338	18,338	-4,051	-4,051	4,051	

College Station - 2021 Roadway Impact Fee Study
Existing Roadway Facilities Inventory

Service Area D

ROADWAY	FROM	TO	LENGTH (ft)	LENGTH (mi)	EXISTING LANES		TYPE	Classification	PM PEAK HOUR VOL		% IN SERVICE AREA	VEH-MI CAPACITY PK-HR PER LN		VEH-MI SUPPLY PK-HR TOTAL		VEH-MI DEMAND PK-HR TOTAL		EXCESS CAPACITY PK-HR VEH-MI		EXISTING DEFICIENCIES PK-HR VEH-MI	
					NB/EB	SB/WB			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		
BIRD POND ROAD	1055' E OF ROCK PRAIRIE ROAD	TRUMPETER SWAN DRIVE	1120	0.21	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	9,015	9,015	2,270	2,270	6,745	6,745		
BIRD POND ROAD	TRUMPETER SWAN DRIVE	FROST DRIVE	765	0.14	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	6,158	6,158	1,550	1,550	4,607	4,607		
BIRD POND ROAD	FROST DRIVE	RUDDY DUCK DRIVE	2965	0.56	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	23,866	23,866	6,009	6,009	17,857	17,857		
BIRD POND ROAD	RUDDY DUCK DRIVE	1115' E OF RUDDY DUCK DRIVE	1115	0.21	1	1	2U	4 Lane Major Arterial	107	107	100	425	425	8,975	8,975	2,260	2,260	6,715	6,715		
CORPORATE PARKWAY	SH 6 NBFR	MIDTOWN DRIVE	1380	0.26	1	1	3U	2 Lane Major Collector	1	1	100	550	550	14,375	14,375	13	13	14,362	14,362		
GATEWAY BOULEVARD	SH 6 NBFR	LAKEWAY DRIVE	915	0.17	1	1	2D	2 Lane Major Collector	163	163	100	500	500	8,665	8,665	2,816	2,816	5,849	5,849		
LAKEWAY DRIVE	WILLIAM D. FITCH PARKWAY	PARKVIEW DRIVE	1735	0.33	1	1	3U	2 Lane Major Collector	310	310	100	550	550	16,073	16,073	10,187	10,187	7,886	7,886		
LAKEWAY DRIVE	PARKVIEW DRIVE	VENTURE DRIVE	610	0.12	1	1	2U	2 Lane Major Collector	310	310	100	425	425	4,910	4,910	3,981	3,981	1,329	1,329		
LAKEWAY DRIVE	VENTURE DRIVE	GATEWAY BOULEVARD	1670	0.32	1	1	2U	2 Lane Major Collector	310	310	100	425	425	13,442	13,442	9,805	9,805	3,637	3,637		
LAKEWAY DRIVE	GATEWAY BOULEVARD	1645' S OF GATEWAY BOULEVARD	1645	0.31	1	1	2U	2 Lane Major Collector	310	310	100	425	425	13,241	13,241	9,658	9,658	3,583	3,583		
MIDTOWN DRIVE	SH 6 NBFR	HEALING WAY	345	0.07	1	1	3U	2 Lane Major Collector	88	29	100	550	550	3,594	3,594	575	189	3,019	3,404		
MIDTOWN DRIVE	HEALING WAY	MEDICAL AVENUE	910	0.17	1	1	3U	2 Lane Major Collector	88	29	100	550	550	9,479	9,479	1,517	500	7,963	8,979		
MIDTOWN DRIVE	MEDICAL AVENUE	990' E OF MEDICAL AVENUE	990	0.19	1	1	3U	4 Lane Minor Arterial	40	83	100	550	550	10,313	10,313	750	1,556	9,563	8,756		
MIDTOWN DRIVE	990' E OF MEDICAL AVENUE	DURHAM DRIVE	465	0.09	1	1	2U	4 Lane Minor Arterial	40	83	100	425	425	3,743	3,743	352	731	3,391	3,012		
MIDTOWN DRIVE	DURHAM DRIVE	TOWN LAKE DRIVE	1015	0.19	1	1	2U	4 Lane Minor Arterial	40	83	100	425	425	8,170	8,170	769	1,596	7,401	6,574		
MIDTOWN DRIVE	TOWN LAKE DRIVE	800' S OF TOWN LAKE DRIVE	800	0.15	1	1	2U	4 Lane Minor Arterial	40	83	100	425	425	6,439	6,439	606	1,258	5,833	5,182		
MIDTOWN DRIVE	800' S OF TOWN LAKE DRIVE	CORPORATE PARKWAY	2570	0.49	1	1	3U	2 Lane Major Collector	40	83	100	550	550	26,771	26,771	1,947	4,040	24,824	22,731		
MIDTOWN DRIVE	CORPORATE PARKWAY	2605' S OF CORPORATE PARKWAY	2605	0.49	1	1	3U	2 Lane Major Collector	40	83	100	550	550	27,135	27,135	1,973	4,095	25,162	23,040		
MIDTOWN DRIVE	2605' S OF CORPORATE PARKWAY	WILLIAM D. FITCH PARKWAY	1910	0.36	1	1	3U	2 Lane Major Collector	40	83	100	550	550	19,896	19,896	1,447	3,002	18,449	16,893		
NANTUCKET DRIVE	SH 6 NBFR	SH 6 NBFR	140	0.03	1	1	2D	4 Lane Minor Arterial	60	60	100	500	500	1,326	1,326	158	158	1,168	1,168		
PARKVIEW DRIVE	LAKEWAY DRIVE	SPEARMAN DRIVE	2050	0.39	1	1	2U	2 Lane Minor Collector	219	219	100	425	425	18,501	18,501	8,503	8,503	7,998	7,998		
PEBBLE CREEK PARKWAY	WILLIAM D. FITCH PARKWAY	SPEARMAN DRIVE	4125	0.78	1	1	2D	4 Lane Minor Arterial	280	280	100	500	500	39,063	39,063	21,875	21,875	17,188	17,188		
PEBBLE CREEK PARKWAY	SPEARMAN DRIVE	ROYAL ADELADE DRIVE	1030	0.20	1	1	2D	4 Lane Minor Arterial	280	280	100	500	500	9,754	9,754	5,462	5,462	4,292	4,292		
PEBBLE CREEK PARKWAY	ROYAL ADELADE DRIVE	ST ANDREWS DRIVE	1990	0.38	1	1	2U	4 Lane Minor Arterial	280	280	100	425	425	18,018	18,018	10,553	10,553	5,465	5,465		
ROCK PRAIRIE ROAD	SH 6 NBFR	SH 6 NBFR	235	0.04	3	3	6D	4 Lane Major Arterial	946	946	100	750	750	10,014	10,014	4,210	5,804	5,804	5,804		
ROCK PRAIRIE ROAD	SH 6 NBFR	415' E OF SH 6 NBFR	415	0.08	1	1	4D	4 Lane Major Arterial	946	946	100	650	650	5,109	5,109	7,435	7,435	-2,327	-2,327	2,327	2,327
ROCK PRAIRIE ROAD	415' E OF SH 6 NBFR	SCOTT AND WHITE DRIVE	855	0.16	1	1	2D	4 Lane Major Arterial	482	482	100	500	500	8,097	8,097	7,805	7,805	291	291		
ROCK PRAIRIE ROAD	SCOTT AND WHITE DRIVE	STONEBROOK DRIVE	885	0.17	1	1	2D	4 Lane Major Arterial	435	435	100	500	500	8,981	8,981	7,291	7,291	1,689	1,689		
ROCK PRAIRIE ROAD	STONEBROOK DRIVE	MEDICAL AVENUE	695	0.13	1	1	2U	4 Lane Major Arterial	435	435	100	425	425	5,594	5,594	5,726	5,726	-132	-132	132	132
ROCK PRAIRIE ROAD	MEDICAL AVENUE	DURHAM DRIVE	1140	0.22	1	1	2U	4 Lane Major Arterial	435	435	100	425	425	9,176	9,176	9,392	9,392	-216	-216	216	216
ROCK PRAIRIE ROAD	DURHAM DRIVE	TOWN LAKE DRIVE	1305	0.25	1	1	2U	4 Lane Major Arterial	302	302	100	425	425	10,504	10,504	7,452	7,452	3,052	3,052		
ROCK PRAIRIE ROAD	TOWN LAKE DRIVE	DOUBLE MOUNTAIN ROAD	2700	0.51	2	2	4U	4 Lane Major Arterial	302	302	100	425	425	21,733	21,733	15,418	15,418	6,315	6,315		
ROCK PRAIRIE ROAD	DOUBLE MOUNTAIN ROAD	WILLIAMS CREEK DRIVE	4030	0.76	1	1	2U	4 Lane Major Arterial	110	110	100	425	425	32,438	32,438	8,396	8,396	24,043	24,043		
ROCK PRAIRIE ROAD	WILLIAMS CREEK DRIVE	WILLIAM D. FITCH PARKWAY	3270	0.62	1	1	2U	4 Lane Major Arterial	110	110	100	425	425	26,321	26,321	6,813	6,813	19,509	19,509		
ROCK PRAIRIE ROAD	WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	2915	0.56	1	1	2U	4 Lane Major Arterial	110	110	100	425	425	23,464	23,464	6,073	6,073	17,393	17,393		
ROCK PRAIRIE ROAD	WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	7660' S OF WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	7660	1.45	1	1	2U	4 Lane Major Arterial	110	110	100	425	425	61,657	61,657	15,958	15,958	45,699	45,699		
ROCK PRAIRIE ROAD	7660' S OF WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	MESA VERDE DRIVE	935	0.18	1	1	2U	4 Lane Major Arterial	110	110	50	425	425	3,763	3,763	974	974	2,789	2,789		
TOWN LAKE DRIVE	MIDTOWN DRIVE	DOUBLE MOUNTAIN ROAD	2120	0.40	2	2	4D	4 Lane Minor Arterial	1	1	100	650	650	52,197	52,197	20	20	52,177	52,177		
TOWN LAKE DRIVE	DOUBLE MOUNTAIN ROAD	ROCK PRAIRIE ROAD	815	0.15	2	2	4D	4 Lane Minor Arterial	1	1	100	650	650	20,066	20,066	8	8	20,059	20,059		
VENTURE DRIVE	SH 6 NBFR	LAKEWAY DRIVE	1005	0.19	1	1	2U	2 Lane Major Collector	100	100	100	425	425	8,089	8,089	1,903	1,903	6,186	6,186		
WILLIAM D. FITCH PARKWAY	SH 6 NBFR	SH 6 NBFR	300	0.06	4	3	TU-TX	6 Lane Major Arterial	841	841	100	950	950	21,591	18,193	4,776	4,776	16,815	11,418		
WILLIAM D. FITCH PARKWAY	SH 6 NBFR	LAKEWAY DRIVE	975	0.18	3	3	6D-TX	6 Lane Major Arterial	841	841	100	950	950	52,628	52,628	15,521	15,521	37,107	37,107		
WILLIAM D. FITCH PARKWAY	LAKEWAY DRIVE	SPEARMAN DRIVE	3025	0.57	2	2	4D-TX	6 Lane Major Arterial	841	841	100	950	950	108,854	108,854	48,154	48,154	60,701	60,701		
WILLIAM D. FITCH PARKWAY	SPEARMAN DRIVE	PEBBLE CREEK PARKWAY	835	0.16	2	2	4D-TX	6 Lane Major Arterial	841	841	100	950	950	30,047	30,047	13,292	13,292	16,755	16,755		
WILLIAM D. FITCH PARKWAY	PEBBLE CREEK PARKWAY	WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	2815	0.53	2	2	4D-TX	6 Lane Major Arterial	841	841	100	950	950	101,297	101,297	44,811	44,811	56,487	56,487		
WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH TO ROCK PRAIRIE CONNECTOR	ROCK PRAIRIE ROAD	1275	0.24	2	2	4D-TX	6 Lane Major Arterial	841	841	100	950	950	45,881	45,881	20,296	20,296	25,585	25,585		
WILLIAM D. FITCH PARKWAY	ROCK PRAIRIE ROAD	WILLIAMS CREEK DRIVE	1705	0.32	1	1	2U-TX	6 Lane Major Arterial	841	841	100	950	950	30,677	30,677	27,141	27,141	3,536	3,536		
WILLIAM D. FITCH PARKWAY	WILLIAMS CREEK DRIVE	LINDA LANE	6210	1.19	1	1	2U-TX	6 Lane Major Arterial	841	841	100	950	950	111,733	111,733	98,854	98,854	12,879	12,879		
WILLIAM D. FITCH PARKWAY	LINDA LANE	TONGKAWAY LAKE TO TURK RANCH CONNECTOR	3535	0.67	1	1	2U-TX	6 Lane Major Arterial	841	841	100	950	950	63,603	63,603	56,272	56,272	7,331	7,331		
WILLIAM D. FITCH PARKWAY	WILLIAM D. FITCH PARKWAY EXT	SH 30	6005	1.14	1	1	2U-TX	2 Lane Major Collector	279	279	100	950	950	108,045	108,045	31,674	31,674	76,370	76,370		
WILLIAM D. FITCH PARKWAY	SH 30	SH 30	7240	1.47	1	1	2U-TX	6 Lane Major Arterial	841	841	0%	950	950	0	0	0	0	0	0		
SUBTOTAL			122,140	23.13					841	841				1,469,397	1,464,000	570,507	577,538	898,890	886,462	2,682	2,682
														2,933,397	2,928,000	1,148,045	1,155,076	1,785,352	1,772,920	5,364	5,364

D. PLAN FOR AWARDING THE ROADWAY IMPACT FEE CREDIT

DRAFT

City of College Station, Texas
2021 Roadway Impact Fee Update
Plan for Awarding the Roadway Impact Fee Credit

Texas Local Government Code Section 395 “Financing Capital Improvements Required by New Development in Municipalities, Counties, and Certain Other Local Governments” requires the Capital Improvements Plan (CIP) to contain specific enumeration of a plan for awarding the impact fee credit.

Section 395.014, Texas Local Government Code states:

“... (a) The political subdivision shall use qualified professionals to prepare the capital improvements plan and to calculate the impact fee. The capital improvements plan must contain specific enumeration of the following items:

(7) A plan for awarding:

(A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or

(B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan....”

City of College Station Street CIP improvements are funded from ad valorem tax-supported debt and roadway impact fees. The portion of ad valorem tax generated by the new service units during the ten-year period is estimated to equal the interest and sinking (I&S) tax levy necessary to fund ten years of debt service payments for new debt issued to fund the growth-related street CIP projects.

The maximum impact fee is expressed in dollars per vehicle-mile. The RWIF credit per vehicle -mile is calculated by dividing the annual portion of estimated property tax by the current total vehicle-mile of demand. The cumulative total vehicle-miles by service area are derived from the total projected ten-year demand of vehicle miles by service area applied equally over the ten-year period:

Annual Amount of Ad Valorem Tax Generated by Growth Used for the Payment of Debt				
Service Area	Cost of Growth-Related CIP	I&S Tax Levy = Avg Annual Debt Payment [1]	Projected 10-Year Demand Veh-Mi	RWIF Credit - \$ per Veh-Mi
A	\$10,713,711	\$ 302,011	18,125	\$ 16.66
B	23,804,897	671,042	15,945	42.08
C	30,400,862	856,977	12,076	70.97
D	67,931,987	1,914,950	16,625	115.18
[1] 20-year amortization at 4% interest rate				

**City of College Station, Texas
2021 Roadway Impact Fee Update
Plan for Awarding the Roadway Impact Fee Credit**

The credit per vehicle mile is multiplied times the ten-year cumulative total of vehicle miles of demand by service area to equal the CIP credit by service area:

College Station 2021 Roadway Impact Fee Study Update					
New Roadway Vehicle-Miles and Credit per Service Area - 10 Year Impact Fee Period					
Service Area	Projected 10yr Demand (Veh-Miles)	Annual Demand (Veh-Miles)	10 YR Cumulative Demand Total	RWIF Credit - \$ per Veh-Mi	CIP Credit by Service Area
A	18,125	1,813	99,688	\$ 16.66	\$ 1,661,061
B	15,945	1,595	87,698	42.08	3,690,731
C	12,076	1,208	66,418	70.97	4,713,374
D	16,625	1,663	91,438	115.18	10,532,225

Financing Costs are added to the cost of RWIF attributable to growth to determine the net cost attributable to new growth:

College Station 2021 Roadway Impact Fee Study Update			
Net Cost Attributable to New Growth			
Service Area	Cost of RWIF Attributable to Growth	Net Financing Costs	Net Cost Attributable to New Growth
A	\$9,388,254	\$ 1,325,457	\$ 10,713,711
B	\$20,859,844	2,945,052	23,804,896
C	\$26,639,782	3,761,080	30,400,862
D	\$59,527,697	8,404,290	67,931,987

**City of College Station, Texas
2021 Roadway Impact Fee Update
Plan for Awarding the Roadway Impact Fee Credit**

Calculation of the maximum impact fee after the credit by service area (column I) is illustrated in the following table:

City of College Station 2021 Impact Fee Study Update									
Calculation of the Maximum Impact Fee After the the Credit by Service Area									
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
					(C) X (D)		(F) - (E) Cost	(F) / (A)	(G) / (A)
Service Area	Projected 10yr Demand (veh-miles)	Annual Demand (veh-miles)	Cumulative Demand Total	\$ PER VEH-MI CREDIT	CIP Credit by Service Area	Net Cost Attributable to Growth	Attributable to Growth Less Credit	Base Maximum Impact Fee	Maximum Impact Fee after Credit
1	18,125	1,813	99,688	\$ 16.66	\$ 1,661,061	\$ 10,713,711	\$ 9,052,651	\$ 591.10	\$ 499.46
2	15,945	1,595	87,698	42.08	3,690,731	23,804,897	20,114,166	\$ 1,492.94	\$ 1,261.47
3	12,076	1,208	66,418	70.97	4,713,374	30,400,862	25,687,488	\$ 2,517.46	\$ 2,127.15
4	16,625	1,663	91,438	115.18	10,532,225	67,931,987	57,399,761	\$ 4,086.13	\$ 3,452.62
Totals					\$ 20,597,389	\$ 132,851,457	\$ 112,254,068		

The CIP credit by service area (column E) is subtracted from the cost attributable to growth by service area (column F) to result in the cost attributable to growth less credit by service area (column G).

The maximum impact fee per vehicle-mile after the credit per service area (column I) is calculated by dividing the cost attributable to growth less credit (column G) divided by the projected 10-year demand (Column A).

A comparison to the base maximum impact fee and 50% reduction follows:

City of College Station 2021 Impact Fee Study Update						
Comparison of the Base Maximum Impact Fee to the 50% Maximum Impact Fee and Maximum Impact fee after the Credit by Service Area						
	Base	Fee per	50% Alternative			After the Credit
Service Area	Maximum Impact Fee	Service Unit @ 50% Discount	Maximum Fee per Single Family Dwelling Unit	Maximum Impact Fee after the Credit	% of Base Maximum Impact Fee	Maximum Fee per Single Family Dwelling Unit
A	\$591.10	\$295.55	\$1,170.38	\$499.46	84.50%	\$ 1,977.86
B	1,492.94	746.47	2,956.02	1,261.47	84.50%	4,995.42
C	2,517.46	1,258.73	4,984.57	2,127.15	84.50%	8,423.51
D	4,086.13	2,043.07	8,090.56	3,452.62	84.50%	13,672.38

City of College Station, Texas
2021 Roadway Impact Fee Update
Plan for Awarding the Roadway Impact Fee Credit

APPENDIX
FINANCING COSTS BY SERVICE AREA

CITY OF COLLEGE STATION					
SCHEDULE OF PROJECTED DEBT ISSUANCE AND NET INTEREST COST [1]					
ROADWAY AREA A IMPACT FEE CAPITAL IMPROVEMENTS PLAN					
FOR THE TEN YEAR PERIOD 2021 TO 2030					
AREA A					
YEAR	YEAR	DEBT ISSUE	TOTAL CIP INTEREST EXPENSE		GROWTH
			TEN YEAR PERIOD 2021-2030		RELATED
			INTEREST	INTEREST TOTAL	100.00%
			SERIES	ALL SERIES	
			2021		
1	2022	751,060	29,794	29,794	29,794
2	2023	751,060	58,573	58,573	58,573
3	2024	751,060	86,296	86,296	86,296
4	2025	751,060	112,921	112,921	112,921
5	2026	751,060	138,403	138,403	138,403
6	2027	751,060	162,696	162,696	162,696
7	2028	751,060	185,752	185,752	185,752
8	2029	751,060	207,521	207,521	207,521
9	2030	751,060	227,952	227,952	227,952
10	2031	751,060	246,989	246,989	246,989
		7,510,603	1,456,897	1,456,897	1,456,897
INTEREST REVENUE					
		AVG BAL	TEN YEAR PERIOD 2021-2030		GROWTH
					RELATED
1	2022	751,060	13,144	13,144	13,144
2	2023	751,060	13,144	13,144	13,144
3	2024	751,060	13,144	13,144	13,144
4	2025	751,060	13,144	13,144	13,144
5	2026	751,060	13,144	13,144	13,144
6	2027	751,060	13,144	13,144	13,144
7	2028	751,060	13,144	13,144	13,144
8	2029	751,060	13,144	13,144	13,144
9	2030	751,060	13,144	13,144	13,144
10	2031	751,060	13,144	13,144	13,144
			131,440	131,440	131,440
NET INTEREST EXPENSE				1,325,457	1,325,457

[1] Assumptions: 1) Total Area A growth related CIP cost is 80% debt funded and financed by 10 equal bond series, 2) interest rate on bond series is 4%, 3) bond proceeds are fully expended equally over the 10 year period, and 4) the annual investment rate of return is 1.75%.

City of College Station, Texas
2021 Roadway Impact Fee Update
Plan for Awarding the Roadway Impact Fee Credit

CITY OF COLLEGE STATION					
SCHEDULE OF PROJECTED DEBT ISSUANCE AND NET INTEREST COST [1]					
ROADWAY AREA B IMPACT FEE CAPITAL IMPROVEMENTS PLAN					
FOR THE TEN YEAR PERIOD 2021 TO 2030					
AREA B					
YEAR	YEAR	DEBT ISSUE	TOTAL CIP INTEREST EXPENSE		GROWTH
			TEN YEAR PERIOD 2021-2030		RELATED
			INTEREST	INTEREST TOTAL	100.00%
			SERIES	ALL SERIES	
			2021		
1	2022	1,668,788	66,199	66,199	66,199
2	2023	1,668,788	130,143	130,143	130,143
3	2024	1,668,788	191,742	191,742	191,742
4	2025	1,668,788	250,900	250,900	250,900
5	2026	1,668,788	307,519	307,519	307,519
6	2027	1,668,788	361,496	361,496	361,496
7	2028	1,668,788	412,724	412,724	412,724
8	2029	1,668,788	461,094	461,094	461,094
9	2030	1,668,788	506,488	506,488	506,488
10	2031	1,668,788	548,787	548,787	548,787
		16,687,875	3,237,092	3,237,092	3,237,092
				</	

City of College Station, Texas
2021 Roadway Impact Fee Update
Plan for Awarding the Roadway Impact Fee Credit

CITY OF COLLEGE STATION					
SCHEDULE OF PROJECTED DEBT ISSUANCE AND NET INTEREST COST [1]					
ROADWAY AREA C IMPACT FEE CAPITAL IMPROVEMENTS PLAN					
FOR THE TEN YEAR PERIOD 2021 TO 2030					
AREA C					
YEAR	YEAR	DEBT ISSUE	TOTAL CIP INTEREST EXPENSE TEN YEAR PERIOD 2021-2030		GROWTH RELATED
			INTEREST SERIES 2021	INTEREST TOTAL ALL SERIES	100.00%
1	2021	2,131,183	84,542	84,542	84,542
2	2022	2,131,183	166,204	166,204	166,204
3	2023	2,131,183	244,870	244,870	244,870
4	2024	2,131,183	320,420	320,420	320,420
5	2025	2,131,183	392,727	392,727	392,727
6	2026	2,131,183	461,661	461,661	461,661
7	2027	2,131,183	527,084	527,084	527,084
8	2028	2,131,183	588,856	588,856	588,856
9	2029	2,131,183	646,828	646,828	646,828
10	2030	2,131,183	700,848	700,848	700,848
		21,311,826	4,134,040	4,134,040	4,134,040
INTEREST REVENUE					
		AVG BAL	TEN YEAR PERIOD 2021-2030		GROWTH RELATED
1	2021	2,131,183	37,296	37,296	37,296
2	2022	2,131,183	37,296	37,296	37,296
3	2023	2,131,183	37,296	37,296	37,296
4	2024	2,131,183	37,296	37,296	37,296
5	2025	2,131,183	37,296	37,296	37,296
6	2026	2,131,183	37,296	37,296	37,296
7	2027	2,131,183	37,296	37,296	37,296
8	2028	2,131,183	37,296	37,296	37,296
9	2029	2,131,183	37,296	37,296	37,296
10	2030	2,131,183	37,296	37,296	37,296
			372,960	372,960	372,960
NET INTEREST EXPENSE				3,761,080	3,761,080

[1] Assumptions: 1) Total Area C growth related CIP cost is 80% debt funded and financed by 10 equal bond series, 2) interest rate on bond series is 4%, 3) bond proceeds are fully expended equally over the 10 year period, and 4) the annual investment rate of return is 1.75%.

CITY OF COLLEGE STATION					
SCHEDULE OF PROJECTED DEBT ISSUANCE AND NET INTEREST COST [1]					
ROADWAY AREA D IMPACT FEE CAPITAL IMPROVEMENTS PLAN					
FOR THE TEN YEAR PERIOD 2021 TO 2030					
AREA D					
YEAR	YEAR	DEBT ISSUE	TOTAL CIP INTEREST EXPENSE TEN YEAR PERIOD 2021-2030	GROWTH RELATED	
			INTEREST SERIES 2021	INTEREST TOTAL ALL SERIES	100.00%
1	2021	4,762,216	188,912	188,912	188,912
2	2022	4,762,216	371,389	371,389	371,389
3	2023	4,762,216	547,173	547,173	547,173
4	2024	4,762,216	715,992	715,992	715,992
5	2025	4,762,216	877,565	877,565	877,565
6	2026	4,762,216	1,031,600	1,031,600	1,031,600
7	2027	4,762,216	1,177,791	1,177,791	1,177,791
8	2028	4,762,216	1,315,822	1,315,822	1,315,822
9	2029	4,762,216	1,445,364	1,445,364	1,445,364
10	2030	4,762,216	1,566,073	1,566,073	1,566,073
		47,622,158	9,237,681	9,237,681	9,237,681
		AVG BAL	INTEREST REVENUE TEN YEAR PERIOD 2021-2030	GROWTH RELATED	
1	2021	4,762,216	83,339	83,339	83,339
2	2022	4,762,216	83,339	83,339	83,339
3	2023	4,762,216	83,339	83,339	83,339
4	2024	4,762,216	83,339	83,339	83,339
5	2025	4,762,216	83,339	83,339	83,339
6	2026	4,762,216	83,339	83,339	83,339
7	2027	4,762,216	83,339	83,339	83,339
8	2028	4,762,216	83,339	83,339	83,339
9	2029	4,762,216	83,339	83,339	83,339
10	2030	4,762,216	83,339	83,339	83,339
			833,390	833,390	833,390
NET INTEREST EXPENSE				8,404,290	8,404,290

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November 22, 2021
Item No. 9.4.
Impact Fee Collection Rate

Sponsor: Jason Schubert, Carol Cotter

Reviewed By CBC: Impact Fee Advisory Committee

Agenda Caption:Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Chapter 107, "Impact Fees," Article II, "System-Wide Impact Fees," Sections 107-71 "System-Wide Impact Fees For Water Services," 107-72 "System-Wide Impact Fees For Wastewater Services," and 107-73 "System-Wide Roadway Impact Fees" of the Code of Ordinances of the City of College Station, Texas by amending certain sections relating to water, wastewater, and roadway impact fee collection rates.

Relationship to Strategic Goals:

- Core Services and Infrastructure
- Diverse & Growing Economy

Recommendation(s): Staff requests Council receive the presentation and provide direction regarding impact fee collection rates. Individual members of the Impact Fee Advisory Committee (IFAC) have provided written comments that are attached. The tables in the proposed ordinance have the existing collection rate amounts that can be adjusted as desired. If the impact fee collection rates are to remain the same, no action is needed for this item.

Summary: System-wide impact fees were adopted in fall 2016 for water, wastewater, and roadways. As per state law, impact fee studies are to be updated at least every five years. With each study, a maximum assessable impact fee is calculated based on the land use assumptions (10-year growth projections) and capital improvement plans included in the study. The existing impact fee collection rates are provided along with potential adjustment alternatives. Benchmark comparisons and projected revenues based on the alternatives are also provided.

Impact fee rates are a calculation of cost per service unit. Water and wastewater service unit are defined as living unit equivalents (LUEs), representing a typical connection for one single-family residence (based on a 5/8" water meter). There is a conversion factor for larger water meters that determines their number of LUE equivalents. For roadways, the service unit is vehicle-miles which is a measurement of the number of trips a site generates and its trip length. Trip generation and trip length vary for each of the 66 different types of land uses. A comparison of the maximum assessable impact fees per service unit from the 2016 studies and the 2021 studies are as follows:

Comparison of Maximum Assessable Impact Fees

Impact Fee Type	2016 Max Fee Per Service Unit	2021 Max Fee Per Service Unit
Water	\$2,917	\$3,877
Wastewater	\$5,519	\$5,572
Roadway Service Area A	\$1,061	\$499
Roadway Service Area B	\$1,072	\$1,261
Roadway Service Area C	\$2,556	\$2,127
Roadway Service Area D	\$4,004	\$3,452

Water and Wastewater Collection Rate

As noted previously, water and wastewater impact fees depend upon the size of the water meter installed. Larger water meters have greater capacity so have a conversion factor to assess the number of LUEs. The tables below compare the max impact fees calculated for water and wastewater in relation to the existing collection rate. The adopted collection rate for water generally represents a 17% collection rate (\$500 / \$2,917). The adopted collection rate for wastewater represents a 54% collection rate (\$3,000 / \$5,519) for 5/8" meters and 27% for larger meters. Doubling the existing collection rate, 25%, 50%, and 100% of max impact fee are provided as examples of potential collection rate alternatives. Impact fee amounts for each of the alternatives is provided as an attachment.

Water Impact Fee Collection Rate Comparisons

Meter Size	Equiv. LUE	Existing Collection Rate	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
5/8"	1	\$500	\$1,000	\$969	\$1,939	\$3,877
1"	3.3	\$850	\$1,700	\$3,231	\$6,462	\$12,923
1.5"	10.7	\$5,350	\$10,700	\$10,339	\$20,677	\$41,354
2"	10.7	\$5,350	\$10,700	\$10,339	\$20,677	\$41,354
3"	26.7	\$13,350	\$26,700	\$25,847	\$51,693	\$103,386
4"	53.3	\$26,650	\$53,300	\$51,693	\$103,387	\$206,773
6"	106.7	\$53,350	\$106,700	\$103,387	\$206,773	\$413,546
8"	180	\$90,000	\$180,000	\$174,465	\$348,930	\$697,860
10"	266.7	\$133,350	\$266,700	\$258,467	\$516,933	\$1,033,866

*Red numbers reduced an additional 50%

Wastewater Impact Fee Collection Rate Comparisons

Meter Size	Equiv. LUE	Existing Collection Rate	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
5/8"	1	\$3,000	\$5,572**	\$1,393	\$2,786	\$5,572
1"	3.3	\$5,100	\$10,200	\$4,643	\$9,287	\$18,573
1.5"	10.7	\$16,050	\$32,100	\$14,859	\$29,717	\$59,434
2"	10.7	\$16,050	\$32,100	\$14,859	\$29,717	\$59,434
3"	26.7	\$40,050	\$80,100	\$37,147	\$74,293	\$148,586
4"	53.3	\$79,950	\$159,900	\$74,293	\$148,587	\$297,173
6"	106.7	\$160,050	\$320,100	\$148,587	\$297,173	\$594,346
8"	180	\$270,000	\$540,000	\$250,740	\$501,480	\$1,002,960
10"	266.7	\$400,050	\$800,100	\$371,467	\$742,933	\$1,485,866

*Red numbers reduced an additional 50%

**Limited by max fee

Roadway Collection Rate

The service unit is vehicle-miles, which is a measurement of the number of trips a site generates and its trip length. Trip generation and trip length vary for each of the 66 different types of land uses. The current collection rate is a flat rate across the four service areas (see attached Roadway Impact Fee Service Area Map). When roadway impact fees were adopted, the flat collection rate for residential land uses was established at \$375 per vehicle mile (equates to \$1,500 for a single-family home) and was further reduced for non-residential land uses to \$80 per vehicle. Averaging the four Service Areas together, \$375 per vehicle mile represents a 17% collection rate for residential uses and \$80 per vehicle mile is a collection rate of less than 4% for non-residential uses. When comparing to the max fee of each Service Area, \$375 per vehicle mile represents a collection rate range from 9% to 35% for residential and \$80 per vehicle mile represents a collection rate range from 2% to 7.5% for non-residential.

Having a flat collection fee across all Service Areas allows a proposed land use to pay the same fee regardless of where it is located within the City. Revising the collection rate to a percentage of the max rate for each Service Area requires a development to pay its equitable share of the infrastructure needs based on the Service Area in which it is located. A percentage of the max fee method allows developments to pay a lower impact fee if the Service Area in which it is located has a lower max fee due to a smaller amount of infrastructure needed to accommodate the forecasted growth in that area.

With the 2021 roadway impact fee study, the trip rates for each use were updated from the prior 9th edition of the ITE Trip General Manual to the 11th edition. If the existing collection rates are retained, the actual fees to be assessed will vary slightly from the existing amounts due to the changes in trip rates. For example, a single-family home would reduce from \$1,500 to \$1,410 as the vehicle miles per service unit for single-family reduced from 4 to 3.76. The table below compares the existing collection rates to other potential collection rate adjustment alternatives including double the existing collection rate and 25%, 50%, and 100% of the 2021 maximum assessable rates. There are numerous other scenarios if wanting to pursue other percentages, flat rate alternatives, or retaining a differential between residential and non-residential collection rates. Impact fee amounts for each of the alternatives is provided in an attachment.

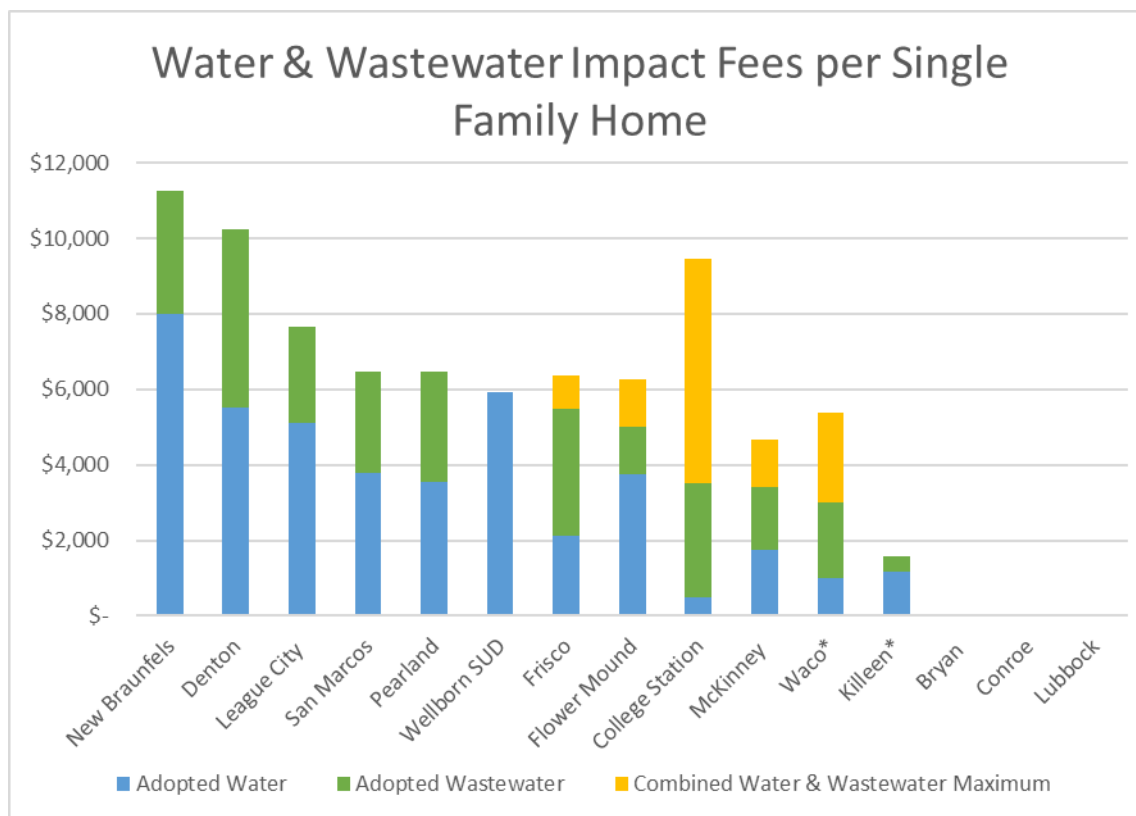
Roadway Impact Fee Collection Rate Comparisons

Service Area	Existing Collection Rate (residential / non-residential)	Double Existing Collection Rate (residential / non-residential)	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
A	\$375 / \$80	\$499* / \$160	\$124	\$249	\$499
B	\$375 / \$80	\$750 / \$160	\$315	\$630	\$1,261
C	\$375 / \$80	\$750 / \$160	\$531	\$1,063	\$2,127
D	\$375 / \$80	\$750 / \$160	\$863	\$1,726	\$3,452

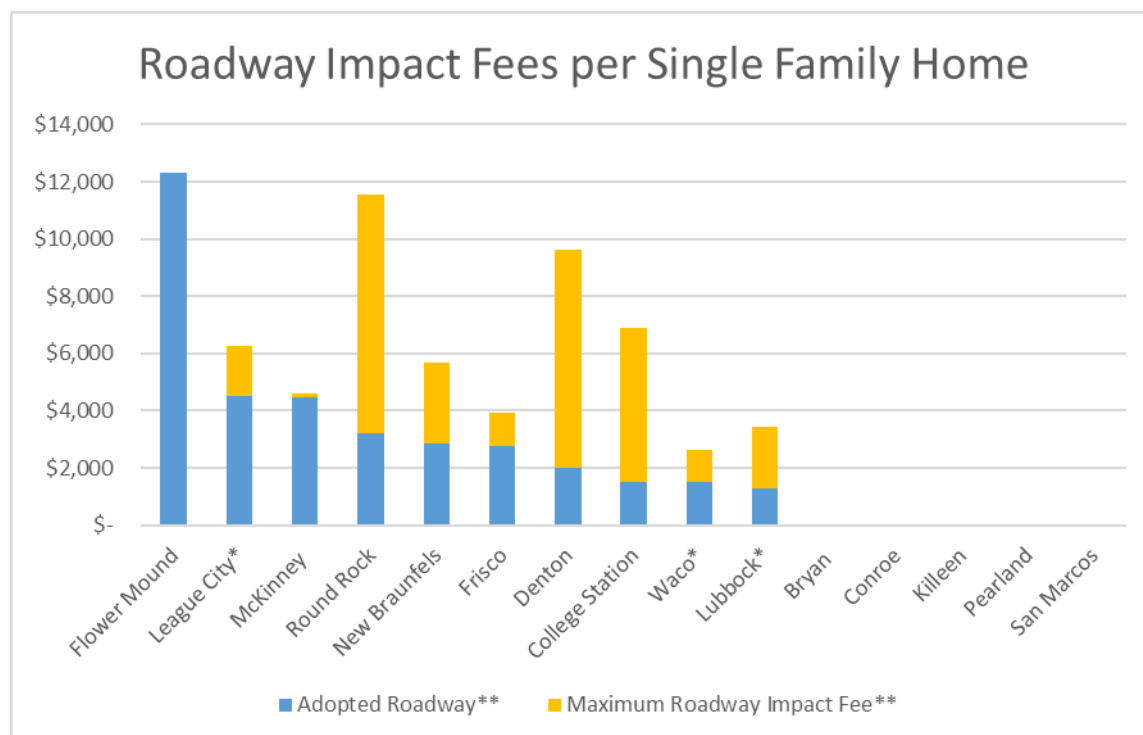
*Limited by max fee

Benchmarks

Cities within Texas have adopted impact fees to various degrees. Some have adopted utility related impact fees and others have adopted roadway impact fees. The charts provided below compare the adopted collection rate of various cities and depict the maximum impact fee amount that was calculated, if it exceeds the amount that was adopted.



* City utilized 50% credit method.



* City utilized 50% credit method.

**Amounts represent average of Service Areas.

Implementation Alternatives

Timing/Phasing

As done with the adoption of system-wide impact fees, there is the potential to phase in adjustments to the collection rate over a period of time. In implementing a change in the collection rate, it is possible to place an implementation waiting period of several months from adoption (i.e. 6 months, 1 year, etc.) or provide a date specific implementation (i.e. July 1, 2022, January 1, 2023, etc.). Note that state law does not require a phased or delayed schedule.

Grandfathering

With the initial adoption of system-wide impact fees, there was not a grandfathering provision though state law required an initial one-year waiting period on platted property before impact fees could be assessed. There is the potential to grandfather projects such as an approved and active preliminary plan and or final plat filed, though implementation of any grandfathering provisions will affect the amount of impact fees that can be collected. A generalized map of unplatted property has been attached for reference (orange areas are not platted). Note that state law does not require grandfathering provisions other than a limit on increasing the maximum assessable rate.

Impact Fee Revenue Projections

The impact fee revenues that are projected vary based on the collection rate that is adopted. Phasing-in a change to the collection rate or grandfathering properties affect the revenues projected over the 10-year study horizon. The first table below provides 10-year revenue projections for the different collection rate alternatives with the assumption that all properties would pay the existing collection rate for the first year and then the new collection rate is in effect for the remaining 9 years. The second table assumes the same collection rate for the first year for all properties and that all platted properties would remain grandfathered to the existing collection rate while properties currently unplatted would pay the new collection rate. For purposes of this projection, it is assumed that 75% are platted so pay the existing collection rate and 25% would pay the new collection rate after a one year phase-in.

Impact Fee Projections With No Grandfathering (millions)*

Impact Fee Type	Existing Collection Rate	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
Water	\$4.1M	\$8.2M	\$12.6M	\$24.9M	\$49.4M
Wastewater	\$22.2M	\$44.4M	\$18.0M	\$34.6M	\$66.9M

Roadway Service Area A	\$2.0M	\$3.0M	\$1.5M	\$2.9M	\$5.7M
Roadway Service Area B	\$1.9M	\$3.4M	\$3.2M	\$6.3M	\$12.3M
Roadway Service Area C	\$2.1M	\$4.0M	\$4.2M	\$8.0M	\$15.8M
Roadway Service Area D	<u>\$1.7M</u>	<u>\$3.2M</u>	<u>\$8.9M</u>	<u>\$17.5M</u>	<u>\$34.8M</u>
Roadway Total	\$7.7M	\$13.6M	\$17.8M	\$34.7M	\$68.6M

*One-year phase-in

Impact Fee Projections With Grandfathering (millions)*

Impact Fee Type	Existing Collection Rate	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
Water	\$4.1M	\$5.2M	\$4.7M	\$8.9M	\$17.4M
Wastewater	\$22.2M	\$44.4M	\$17.8M	\$29.7M	\$38.0M

Roadway Service Area A	\$2.0M	\$2.2M	\$1.3M	\$1.9M	\$2.9M
Roadway Service Area B	\$1.9M	\$2.9M	\$2.8M	\$3.6M	\$5.1M
Roadway Service Area C	\$2.1M	\$2.6M	\$2.6M	\$3.6M	\$5.5M
Roadway Service Area D	<u>\$1.7M</u>	<u>\$2.1M</u>	<u>\$3.5M</u>	<u>\$5.7M</u>	<u>\$10.0M</u>
Roadway Total	\$7.7M	\$9.8M	\$10.2M	\$14.8M	\$23.5M

*One-year phase-in. Platted properties grandfathered to existing rate (assume 75% platted, 25% not platted)

Budget & Financial Summary:

Attachments:

1. IFAC Written Comments - Combined
2. Ordinance
3. Impact Fee Amounts for Sample Land Uses
4. Roadway Service Areas Map

5. Generalized Map of Unplatted Property

From: [REDACTED]
To: [Kristen Hejny](#)
Subject: Written Comments to IFAC November 4 Agenda Items
Date: Tuesday, November 9, 2021 10:03:58 AM

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Hi Kristen,

Per the direction to the IFAC members last week, please consider this email my written comments to items on the November 4 agenda.

5.1: As voted during the public meeting, I recommend council review and adopt the semi-annual IF report.

5.2: (Addressed by topic below)

Growth assumptions: Like many of the IFAC members, I do not believe the growth assumptions accurately reflect expected population trends in this community during the next several years. The pandemic and changes in Americans' workplaces, commutes, and communities may very likely result in sustained growth of College Station as a destination for remote workers. Accordingly, demands on housing and infrastructure will persist, and we need to carefully reevaluate these new reasons why people may move to College Station. I would strongly recommend revising estimates upward for this update. Should that growth not materialize, council can always revise these estimates in the future.

Area rates: I believe rates should be equally applied across the city. We should not be selecting winners and losers—advantaging or disadvantaging certain areas, developers or business/homeowners. We are a transient, vehicle dependent community. We cannot assume the impacts of growth/development will be isolate to one small area of the city. The consultants have admitted as much and indicated a 4 mile commute is average around town. Rates should continue to apply uniformly across the city for predictability and fairness in future growth. This will be especially important as infill and redevelopment projects become more common during the next decade.

CIP Projects: I generally agree with the areas and projects identified in the report as expansion/construction projects. As Chair Christensen frequently points out, we need to focus on supporting growth on the west side of town (i.e., west of Wellborn Road). This especially means we need to focus on infrastructure that allows vehicular traffic to avoid crossing the Union Pacific railroad line whenever possible. I would recommend prioritizing such projects when possible.

5.3: As indicated in my public comments, I support increasing the current collection rates above the current rates. These rates were modest, have aided in collecting useful funds, and they have clearly not impacted commercial or residential growth in our community. I strongly disagree that council should enact a large increase (up to and including adopting the max collection rate). Such a change

would be punitive and would negatively impact growth and very important industries in this community. I believe council could adopt a collection rate up to double the current collection rate without creating any concerns. The council may choose to phase this in over time as well as certain grandfathering options.

Please let me know if you have any questions or concerns regarding the foregoing recommendations. Thanks.

Best,

Jeremy Osborne

[REDACTED]
[REDACTED]

IFAC Committee Statement

To Whom It May Concern,

After the final meeting of the IFAC, I'd like to lay out my thoughts on the overall endeavor.

First, I'd like to thank staff for working tirelessly to prepare this study for our consideration. College Station staff is top notch and I am proud to serve for them.

In regards to the study, I found it to be well laid out and sensible. My thoughts are that we should at least explore what Mr. Murr laid out in regards to growth. Obviously, he had his own ax to grind, but if we are underselling growth that would be an issue. Impact fees are a policy that I believe in, but for everyone to get on board, we need to be as transparent as possible. Either I was misunderstanding or there was disconnect between our growth predictions and his conservative growth projections. It should be addressed before there is movement to discredit the entire system.

Corporate Drive – I could be mistaken, but at city council the night the comp plan was adopted, I thought they made a change to the plan in regards to how Corporate Drive would connect to Pebble Creek. Was that reflected in this final study or am I misremembering?

In terms of implementation, anything "in the works" now should be grandfathered at the previous rate. I cannot determine what constitutes "in the works" but I would argue that it should be something with significant progress made and not something that is merely in the early phases of development. Staff should create a cut-off point in their process, i.e. once it reaches "X" it qualifies for grandfathering.

We should implement fees right away and not give a buffer time. Since impact fees exist as of right now, you are not developing without them in mind.

We should look further into an established program in which credits can be given based off certain criteria. For instance, an apartment complex that sets aside units for section 8 should get a credit. Any home buyer that uses the city's down payment assistance program should have their impact fees waived. Developers that build roads that are of a higher quality, therefore the city will not have to do as much maintenance on, should receive a credit. This way we are encouraging builders to meet our vision for the future of College Station.

Once again, thank you for all the time and effort put into the study.

William Wright

From: [REDACTED]
To: [Kristen Hejny](#)
Subject: Jim Jones - IFAC Comment's
Date: Thursday, November 11, 2021 4:34:07 PM

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In Regards to the Kimley Horn Report:

The issue is this, we have a consultant creating a very complex report that most involved do not completely understand, and the outcome of the report can swing wildly based on the consultant's assumptions. A case can be made from the fact that the city hired the consultant, and there could be an underlying directive to make the max fee as high as possible, for which they would utilize the higher assumptions to achieve that objective. On the flipside, if the developers were to hire the consultant, then there could be an underlying directive to make the fees as low as possible, thus utilizing different assumptions. There are probably hundreds of assumptions in the report, from construction costs, finance costs, growth, what infrastructure will be needed, etc. Here are some examples of the bad assumptions that can be easily identified, but one can make a case that there are many more:

When the consultant was asked in the IFAC meeting, he admitted these things:

1. Including past projects. When considering only the infrastructure in question, not other budgetary needs, the use of the past projects in their total need estimate creates a scenario where it is double dipping if the tax rate does not correspondingly go down when the max fee is adopted. It is because the citizens are already paying a tax rate that services the debt on these projects. The use of these projects adds tens of millions of dollars to the total need.

2. Low growth projections tied with excess infrastructure capacity. Their growth projections are intentionally low, and they said it was because we can't annex. I would point out that most of our new permits don't come from land that has been annexed in recent years, and we have plenty of land to service the growth for the next 10 years. It was pointed out the infrastructure they counted in "Area D" would service at least 5,000 homes, yet they had no strong explanation for why they would count that much infrastructure, yet only estimate 693 homes being built over 10 years in "Area D".
3. Lower overall growth projections than the city has averaged for the last 5 years. The total single-family estimate in the report was only 3,354 homes which comes out to 335 per year, and the average single-family permit number for the last 6 years was over 600. If we apply a decent annual growth percentage then the estimate for single family homes should be over 7,000 in the next 10 years. Doesn't the city continuously promote a strong growth rate in all its marketing?
4. The consultant pointed out how they are using 50% on the 4 lane divided thoroughfares. The issue here is that the first two lanes the developer will have to build are much more costly than the 2nd two lanes, so perhaps they should only be using 35%. Additionally, the 2nd two lanes will not be needed within the 10 year window since the first two lanes haven't been built yet and most have no timeline for starting. They most definitely will not be needed based on the low growth numbers the consultant has presented.

I believe these are just a few of the observations from the possibly swayed assumptions utilized, which caused the report to drastically overstate what the fees should be. It's my opinion that the report is not accurate, thus should not be relied upon in determining future impact fees.

Regards, Jim

Comments on Impact Fee Report

Richard T. Woodward, Ph.D.

PART 1: MAXIMUM ALLOWABLE IMPACT FEES

When evaluating the calculations of the maximum allowable impact fees, the key phrase is “attributable to new growth.” The only valid costs that should be included in the maximum allowable fees are those that will arise because of new construction. This is a difficult calculation, fraught with uncertainty about what exactly will be built and about what capital projects will be required due to new construction. When analyzing the validity of the maximum allowable fees, there are two critical pieces: the numerator, which is an estimate of the capital improvement costs that are anticipated to be *attributable to new growth*, and the denominator, an estimate of the number of housing units over which these costs should be shared.

Water and wastewater project costs attributable to new growth

There was little discussion of the water and wastewater costs. The developers, who have clear knowledge of the anticipated needs and a clear incentive to make objections known, did not express significant reservations. *It is my conclusion that these costs are reasonable.*

Roadway project costs attributable to new growth

There was significant discussion of the roadway costs early on in IFAC’s discussion, but it seems that the projects were scaled back to reasonable levels that are in fact attributable to new growth. The report makes it clear that costs included in the CIP list are only those that are truly additional – costs that are already borne by the developers are not included in the list. Furthermore, in our final meeting there was little discussion of the final set of projects included in the list.

One assumption that seems questionable to me was the assumption that the transportation demand factor is the same in all four service areas. However, since by statute only roadway costs within a service area can be included and these must be applied only to construction within the service area, this assumption has a negligible effect on the final cost per service unit. *It is my conclusion, that the roadway project costs are probably the best possible estimate of those costs that are attributable to new growth in each service area.*

Land use assumptions

There may be concerns with the land-use numbers and these might be on the low side. If the denominator is wrong, this could result in an overestimate of the appropriate costs per housing unit. To some extent this is mitigated by the percentage utilization – if there is an underestimate in the number of houses to be constructed there is also an underestimate in the utilization rate. However, this is not complete and it appears that no utilization rate adjustment is being made in the roadway calculations. Moreover, it was convincingly argued that there may be an underestimate of the number of units to be built over the next decade in Service Area D, which is estimated at only 693 and 751 single and multi-family units respectively given proposed development in that area and the historical record. Finally, in the city’s recently adopted Comprehensive Plan, it is estimated that the city’s population will grow by nearly 40,000 between 2020 and 2030. It is hard to reconcile, therefore, the impact fee report’s estimates of only 8,209 additional units (3,356 single-family units and 4,853 multi-family units) with the historical data or the predicted growth.

It is my conclusion that the predicted number of housing units to be built over the next decade may be underestimated. Staff and the consultants should convincingly clarify how their numbers are consistent with historic growth rates and population growth rates that have been endorsed by the city. If there is an underestimate, this may be greatest in the areas where the most open space remains (Service Areas C and D), where the number of service areas predicted could be off by a factor of two or more.

PART 2: COLLECTION RATE

In the rest of my discussion, I will focus on the collection rate separately from the calculation of the maximum allowable fee. That is, I consider how collection rates should be set assuming the maximum fee calculated correctly, capturing the costs that are attributable to a new service unit.

Compared to the discussion of the maximum allowable fees, the discussion of the rate received very little attention in the IFAC meetings. Other than benchmarks from other cities, staff provided no analysis to assist in the committee's deliberations. This is unfortunate. There are several important issues that should influence the city's decision about the rate that should be charged and there is substantial scholarly literature and empirical analysis that could have informed this discussion. I had not understood that IFAC was charged with weighing in on this issue until well into our meeting on November 4, so I did not investigate the matter in depth prior to that meeting. Since that time, however, I have had an opportunity to review some of the relevant economic literature on the matter. ***In my comments below I discuss the rate that should be used on several aspects of the decision based on my training and experience as an economist and my reading of some of the relevant literature.***

What rate should be used?

If the maximum allowable rate is correct and all the projects are in fact attributable to new growth, then this amount is a good estimate of real costs that will result in the city because of new development. Collection at a rate anything below 100% is a subsidy – costs are resulting because of an action and those costs must be paid. If those costs are not paid through impact fees, they must be paid for through either reduced city services or increased taxes.

While there are often good reasons to subsidize activities (see below), one of the basic tenants of economic efficiency is that when an economic agent is not responsible for the costs of their actions, the result will be economically inefficient. Imagine, for example, that a lumberjack could sell timber that they did not purchase. The result would be excessively high rates of deforestation. The same basic principle applies here.

It is not surprising, therefore, that the economic literature that evaluates impact fees finds that they are more efficient than the alternative in which the costs that result from new construction are paid through city-wide taxes. Models that have studied this (Brueckner, 1997; Jones & Snow, 2015) have found that impact fees are, from an efficiency perspective, the preferred approach.

Based on my economics training and the literature that I have studied, it is my opinion that the city should seek to significantly increase the collection rate with a target of reaching a point

where for most homes the impact fee captures 100% of the true costs attributable to new development.

Effects on housing prices and the market

There are, however, consequences of imposing impact fees. Each \$1 increase in the impact fee must be paid for by the buyer, the seller, or a shared between the two parties. There is abundant empirical evidence that impact fees increase the price of new homes – buyers pay at least a share of the fee. For example, Burge & Ihlanfeldt (2006) found “a \$1.00 increase in non-water/sewer impact fees will increase the price of small, medium, and large homes by \$0.39, \$0.82, and \$1.27, respectively.” Why would the effect be less than 1:1 for small homes? Probably because competition in that market cannot bear a price increase, meaning that the costs are absorbed by the developer. Somewhat surprisingly, numerous studies have found as Burge & Ihlanfeldt (2006), that a \$1 increase in the impact fee has resulted in an increase in the price of more than \$1? This has been attributed to an increase in demand, since impact fees can lead to lower property tax rates and/or improved services (Burge & Ihlanfeldt, 2006; Mathur, 2013). For example, one study found that “an impact fee assessment of \$1,182 for a single family dwelling increased the price of new housing by \$3,300 to \$4,500” (Evans-Cowley & Lawhon, 2003). Numerous studies have found that for each \$1 increase in the impact fee, prices increase by more than \$1, suggesting that the impact fees are correlated with other factors that lead to increases in the demand for housing.

Overall, therefore, it seems likely a decision to charge a higher rate will translate into higher home prices – the cost of the impact fee will largely be borne by new home purchasers, not the developers. At the same time, over the long term, there is evidence that impact fees translate into improved public services and/or lower tax rates, which makes new homes more attractive.

When the price of homes goes up, the number of homes that are sold will tend to fall – demand curves are downward sloping. This is probably particularly true in College Station, where good substitutes exist in the existing stock of housing, outside the city limits or in Bryan. Hence, a decision to increase the impact fees will affect the housing market. There will be fewer sales between willing buyers and sellers. However, in my opinion, that may be a desirable outcome from the perspective of the city for three reasons.

First, if fewer homes are built, then costs attributable to that development will fall. Second, it is important to remember that bigger is not necessarily better – cities all over the country are struggling today from decisions decades ago to grow at all costs and are now burdened with an expensive and deteriorating infrastructure.

Third, one should note that developable land within the City of College Station is a finite resource. Any lot that is developed today is a lot that cannot be developed in the future. We are running out of space. Allowing public policy and market forces to slowly work out the best use for that finite resource is wise.

It is my conclusion that impact fees will have a direct effect on the prices of homes in our community and this will result in a reduction in the rate of growth of the housing stock in the city. However, this need not be a bad thing. Rather, given recent changes in annexing laws, the city needs to treat developable land as a scarce finite resource. Using that land slower than

would occur under a free market is economically efficient and would allow for more careful city planning.

Impacts on affordable housing

Because the formula used to set the impact fees are based on a per service unit basis, the fees are clearly regressive – smaller inexpensive homes are affected much more than more expensive homes. Moreover, if the prices of small homes increase by less than \$1 for each dollar in impact fees, then the impact fees directly affect the developers' profit margin, discouraging the construction of the home types that are greatly needed in College Station.

Hence, any decision on the collection rate should acknowledge and make accommodations for the housing types that are perceived to be undersupplied currently and an impact fee offers a clear way to subsidize such housing. City staff informed the IFAC that it is possible to include provisions to allow reduced impact fees on a case-by-case basis, thus encouraging affordable housing. This means that higher collection rates are even more attractive. If the impact fee is \$200, then Council can give a \$200 incentive to build a house that will meet critical needs. If the fee is \$2,000, then the potential incentive is ten times greater. *In conclusion, it is my opinion that if the council responds to the need, a strong impact fee policy can be leveraged to provide a strong incentive to increase affordable housing in our community.*

Differential impact fees across areas

The roadway impact fees are estimated for four service areas and the estimated attributable costs per service unit varied dramatically, from \$1,876 per single-family in Service Area A, to \$12,979 in Service Area D. If calculated correctly, these are real costs attributable to growth in these areas. If the collection rate is set at 50%, that means that the city is providing a subsidy of nearly \$6,500 in Area D and only \$940 in Area A. If a flat rate were used, say \$1,000, this would mean that development in Area A would actually be subsidizing development in Area D.

Been (2005) states the importance of differential fees very clearly:

To encourage efficiency... impact fees must be structured as prices, meaning that they must fully reflect the costs of servicing the development and, accordingly, must be tailored to the particular characteristics of a development (its distance from existing streets or roads, for example, or whether its geography makes it difficult to serve with water and sewer mains) that affect the cost of service. (p. 146)

Failure to charge different fees in different areas is not only economically inefficient, it is also unfair. The value per acre of undeveloped property near the center of the city will tend to be greater, while the impacts of development there is lower. Both efficiency and fairness are best served by creating fees that vary with the costs that development imposes on the city.

It is my conclusion, therefore, that economic efficiency demands a differential rate across areas. A flat-rate approach as was adopted in 2016 does not provide the correct signals to the marketplace; it encourages development in the areas where it is most costly to the city, and results in inequitable treatment of those carrying out development.

Grandfathering

When a government develops a reputation of acting capriciously, there will be a strong negative effect on business investment. The implementation of the impact fee should be done in a way that respects good-faith investments that developers have made in our community. On the other hand, all entrepreneurs know that government policies change, sometimes for the better, sometimes for the worse.

I believe that any higher impact fee rate should not be imposed on properties that have already been platted, and perhaps for larger projects that are well underway. In recognition that some investments are made years before platting, a gradual approach to the final rate is desirable.

Intergenerational fairness

Some would argue that that since impact fees did not exist in the past, it is unfair to impose them in the future. There is some merit to this point: a home buyer in a market in 2025 will be charged for fiscal impacts that were not charged on a home buyer in 2005; the costs of the impacts created by the home in 2005 were covered by property taxes.

However, just because something was cheaper in the past does not mean that it will or should always remain so. The cost of a college education in the 1950s was a tiny fraction of what it is today. Moreover, the city must be forward-looking and fiscally prudent in its planning and impact fees are fiscally prudent. A well-managed city benefits future residents just as it does current residents.

It is my opinion that the fact that impact fees were not paid in the past is not a justification for not charging them in the future. Rather, moving to a more efficient system of impact fees is fair to both current and future residents of College Station.

References

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ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 107, “IMPACT FEES,” ARTICLE II, “SYSTEM-WIDE IMPACT FEES,” SECTION 107-71, “SYSTEM-WIDE IMPACT FEES FOR WATER SERVICES”, SECTION 107-72, “SYSTEM-WIDE IMPACT FEES FOR WASTEWATER COLLECTION AND TREATMENT SERVICES”, AND SECTION 107-73, “SYSTEM-WIDE ROADWAY IMPACT FEES” OF THE CODE OF ORDINANCES OF THE CITY OF COLLEGE STATION, TEXAS, BY AMENDING CERTAIN SECTIONS RELATING TO WATER, WASTEWATER, AND ROADWAY IMPACT FEE COLLECTION RATES; PROVIDING A SEVERABILITY CLAUSE; DECLARING A PENALTY; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS:

- PART 1:** That Chapter 107, “Impact Fees,” Article II, “System-Wide Impact Fees,” of the Code of Ordinances of the City of College Station, Texas, be amended as set out in **Exhibit “A”** attached hereto and made a part of this Ordinance for all purposes.
- PART 2:** If any provision of this Ordinance or its application to any person or circumstances is held invalid or unconstitutional, the invalidity or unconstitutionality does not affect other provisions or application of this Ordinance or the Code of Ordinances of the City of College Station, Texas, that can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this Ordinance are severable.
- PART 3:** That any person, corporation, organization, government, governmental subdivision or agency, business trust, estate, trust, partnership, association and any other legal entity violating any of the provisions of this Ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine of not less than twenty five dollars (\$25.00) and not more than five hundred dollars (\$500.00) or more than two thousand dollars (\$2,000) for a violation of fire safety, zoning, or public health and sanitation ordinances, other than the dumping of refuse. Each day such violation shall continue or be permitted to continue, shall be deemed a separate offense.
- PART 4:** This Ordinance will be effective January 1, 2022.

PASSED, ADOPTED and APPROVED this 22nd day of November, 2021.

ATTEST:

APPROVED:

City Secretary

Mayor

APPROVED:

City Attorney

EXHIBIT A

That Chapter 107, “Impact Fees,” Article II, “System-Wide Impact Fees,” Section 107-71, “System-Wide Impact Fees for Water Services,” Section 107-72, “System-Wide Impact Fees for Wastewater Services,” and Section 107-73, “System-Wide Roadway Impact Fees” of the Code of Ordinances of the City of College Station, Texas, is hereby amended to replace Exhibit I, “Collection Rate Imposed Per Service Unit for System-Wide Water Services”, Exhibit N, “Collection Rate Imposed Per Service Unit for System-Wide Wastewater Collection and Treatment Services, and Exhibit S, “Collection Rate Per Service Unit for Roadway Impact Fees” as follows:

Exhibit I: Collection Rate Imposed Per Service Unit for System-Wide Water Services

Water Meter Size	Assessment Date		
	Plat Recorded Prior to 01/01/2022	Plat Recorded On or After 01/01/2022	
		Building Permit Application Date	
		Prior to 01/01/2023	On or After 01/01/ 2023
5/8" x 3/4"	\$500	\$500	\$500
1"	\$850	\$850	\$850
1-1/2"	\$5,350	\$5,350	\$5,350
2"	\$5,350	\$5,350	\$5,350
3"	\$13,350	\$13,350	\$13,350
4"	\$26,650	\$26,650	\$26,650
6"	\$53,350	\$53,350	\$53,350
8"	\$90,000	\$90,000	\$90,000
10"	\$133,350	\$133,350	\$133,350

Exhibit N: Collection Rate Imposed Per Service Unit for System-Wide Wastewater Collection and Treatment Services

Water Meter Size	Assessment Date		
	Plat Recorded Prior to 01/01/2022	Plat Recorded On or After 01/01/2022	
		Building Permit Application Date	
		Prior to 01/01/2023	On or After 01/01/ 2023
5/8" x 3/4"	\$3,000	\$3,000	\$3,000
1"	\$5,100	\$5,100	\$5,100
1-1/2"	\$16,050	\$16,050	\$16,050
2"	\$16,050	\$16,050	\$16,050
3"	\$40,050	\$40,050	\$40,050
4"	\$79,950	\$79,950	\$79,950
6"	\$160,050	\$160,050	\$160,050
8"	\$270,000	\$270,000	\$270,000
10"	\$400,050	\$400,050	\$400,050

Exhibit S: Collection Rate Per Service Unit for Roadway Impact Fees

Service Areas	Assessment Date					
	Plat Recorded Prior to 01/01/2022		Plat Recorded On or After 01/01/2022			
			Building Permit Date			
			Prior to 01/01/2023		On or After 01/01/2023	
	Land Use Type		Land Use Type		Land Use Type	
	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential
A	\$375	\$80	\$375	\$80	\$375	\$80
B	\$375	\$80	\$375	\$80	\$375	\$80
C	\$375	\$80	\$375	\$80	\$375	\$80
D	\$375	\$80	\$375	\$80	\$375	\$80

Impact Fee Amounts for Sample Land Uses

Comparison of water impact fees between the existing collection rate and various alternatives.

Sample Potential Water Impact Fees							
Land Use Example	Typical Dom. Meter Size	Typical Irr. Meter Size	Existing Collection Rate	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
Single Family Home	5/8" x 3/4"	-	\$500	\$1,000	\$969	\$1,939	\$3,877
50-unit Apartment Complex	3"	1"	\$14,200	\$28,400	\$29,077	\$58,155	\$116,309
80,000 sq ft Home Improvement Store	2"	1.5"	\$10,700	\$21,400	\$20,677	\$41,354	\$82,708
80,000 sq ft Shopping Center	3"	1.5"	\$18,700	\$37,400	\$36,185	\$72,370	\$144,740
80,000 sq ft Supermarket	3"	1.5"	\$18,700	\$37,400	\$36,185	\$72,370	\$144,740
5,000 sq ft Office Building	5/8" x 3/4"	5/8" x 3/4"	\$1,000	\$2,000	\$1,939	\$3,877	\$7,754
3,000 sq ft Fast Food w/Drive-Thru	1"	5/8" x 3/4"	\$1,350	\$2,700	\$4,200	\$8,400	\$16,800

*Includes both Domestic + Irrigation

Comparison of wastewater impact fees between the existing collection rate and various alternatives.

Sample Potential Wastewater Impact Fees							
Land Use Example	Typical Dom. Meter Size	Typical Irr. Meter Size	Existing Collection Rate	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
Single Family Home	5/8" x 3/4"	-	\$3,000	\$5,572**	\$1,393	\$2,786	\$5,572
50-unit Apartment Complex	3"	-	\$40,050	\$80,100	\$37,147	\$74,293	\$148,586
80,000 sq ft Home Improvement Store	2"	-	\$16,050	\$32,100	\$14,859	\$29,717	\$59,434
80,000 sq ft Shopping Center	3"	-	\$40,050	\$80,100	\$37,147	\$74,293	\$148,586
80,000 sq ft Supermarket	3"	-	\$40,050	\$80,100	\$34,147	\$74,293	\$148,586
5,000 sq ft Office Building	5/8" x 3/4"	-	\$3,000	\$5,572**	\$1,393	\$2,786	\$5,572
3,000 sq ft Fast Food w/Drive-Thru	1"	-	\$5,100	\$10,200	\$4,643	\$9,287	\$18,573

*Includes only Domestic

** Limited by max fee

The following tables provide comparisons of roadway impact fees for the existing collection rate (\$375 per vehicle mile – residential, \$80 per vehicle mile – non-residential) and other alternatives. As the maximum assessable fee is different for each Roadway Service Area, a table is provided for each.

Sample Potential Fees Service Area A						
Collection Rate	\$375/\$80	\$375/\$80	\$499** / \$160	\$124	\$249	\$499
Land Use	Existing Collection Rate	11th Edition*	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
Single Family Home	\$1,500	\$1,410	\$1,876	\$466	\$936	\$1,876
50-unit Apartment Complex	\$46,500	\$38,250	\$50,898	\$12,648	\$25,398	\$50,898
80,000 sq ft Home Improvement Store	\$15,488	\$17,024	\$34,048	\$26,387	\$52,987	\$106,187
80,000 sq ft Shopping Center/Plaza	\$31,360	\$39,872	\$79,744	\$61,802	\$124,102	\$248,702
80,000 sq ft Supermarket	\$77,696	\$87,040	\$174,080	\$134,912	\$270,912	\$542,912
5,000 sq ft Office Building	\$2,384	\$2,304	\$4,608	\$3,571	\$7,171	\$14,371
3,000 sq ft Fast Food w/Drive-Thru	\$7,838	\$7,927	\$15,854	\$12,287	\$24,673	\$49,446

*The 2021 study updated the trip rates from the ITE Trip Generation Manual 9th edition to the 11th edition.

**Limited by max fee.

Sample Potential Fees Service Area B						
Collection Rate	\$375/\$80	\$375/\$80	\$750 / \$160	\$315	\$630	\$1,261
Land Use	Existing Collection Rate	11th Edition*	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
Single Family Home	\$1,500	\$1,410	\$2,820	\$1,184	\$2,369	\$4,741
50-unit Apartment Complex	\$46,500	\$38,250	\$76,500	\$32,130	\$64,260	\$128,622
80,000 sq ft Home Improvement Store	\$15,488	\$17,024	\$34,048	\$67,032	\$134,064	\$268,341
80,000 sq ft Shopping Center/Plaza	\$31,360	\$39,872	\$79,744	\$156,996	\$313,992	\$628,482
80,000 sq ft Supermarket	\$77,696	\$87,040	\$174,080	\$342,720	\$685,440	\$1,371,968
5,000 sq ft Office Building	\$2,384	\$2,304	\$4,608	\$9,072	\$18,144	\$36,317
3,000 sq ft Fast Food w/Drive-Thru	\$7,838	\$7,927	\$15,854	\$31,213	\$62,427	\$124,952

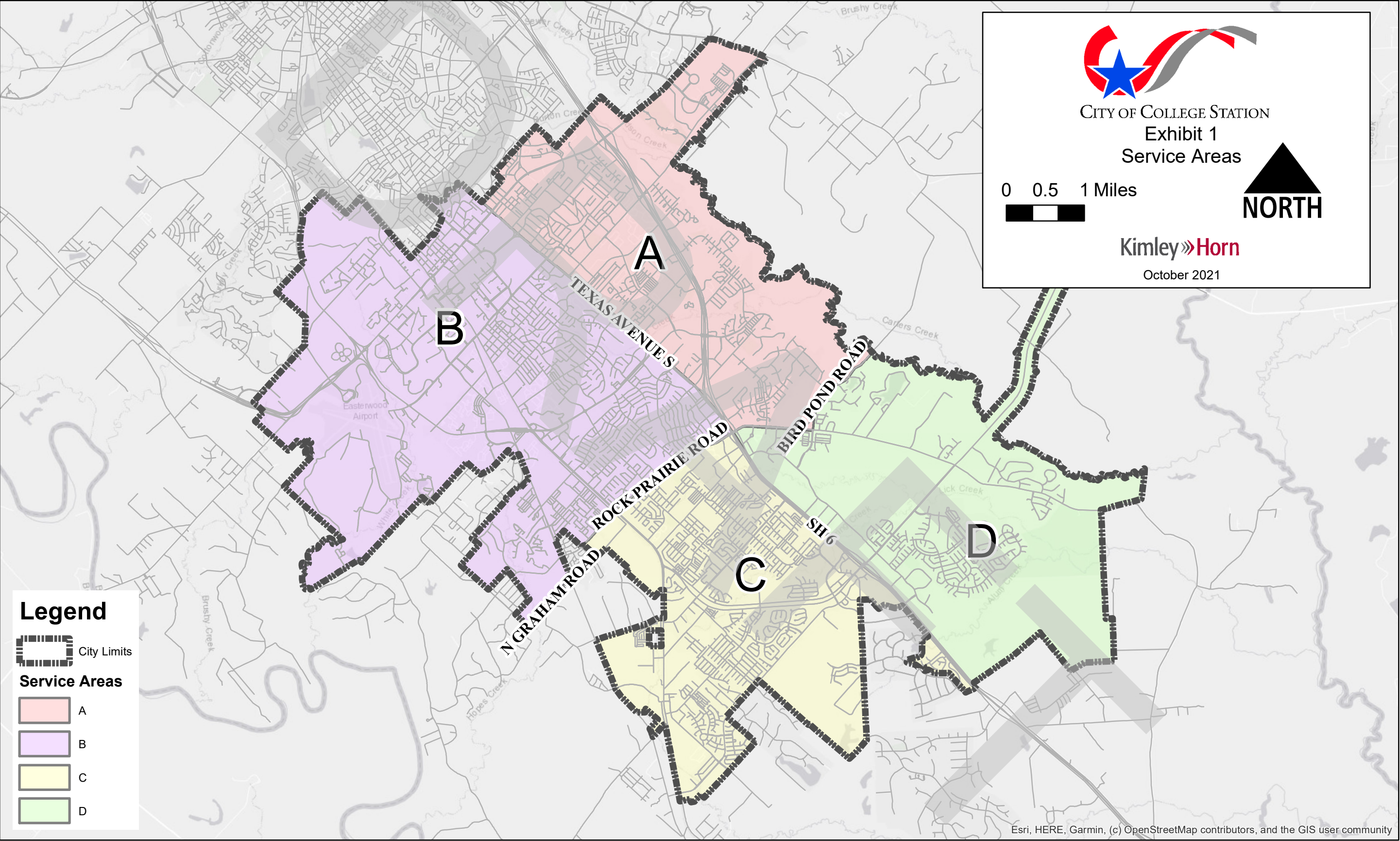
*The 2021 study updated the trip rates from the ITE Trip Generation Manual 9th edition to the 11th edition.

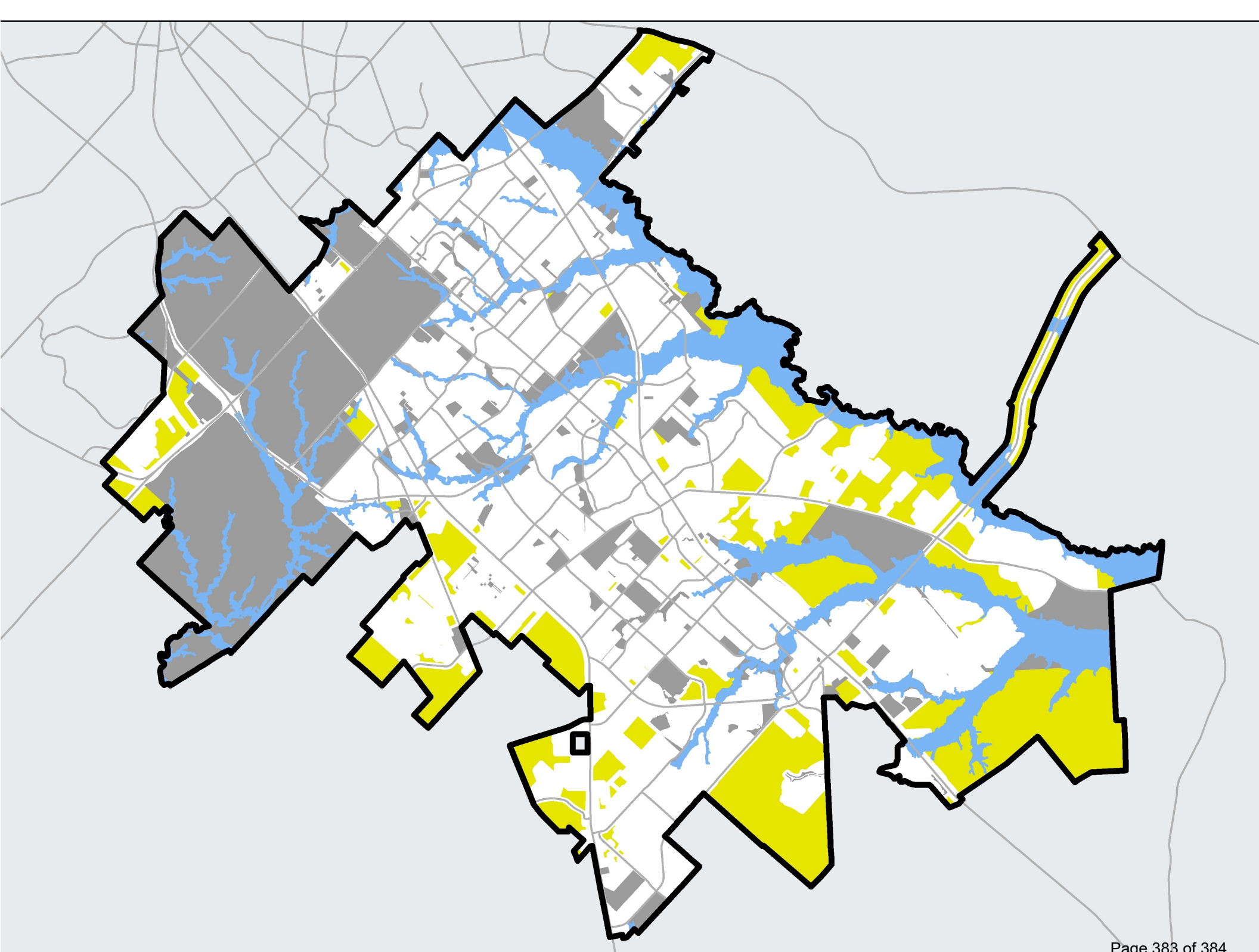
Sample Potential Fees Service Area C						
Collection Rate	\$375/\$80	\$375/\$80	\$750 / \$160	\$531	\$1,063	\$2,127
Land Use	Existing Collection Rate	11th Edition*	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
Single Family Home	\$1,500	\$1,410	\$2,820	\$1,997	\$3,997	\$7,998
50-unit Apartment Complex	\$46,500	\$38,250	\$76,500	\$54,162	\$108,426	\$216,954
80,000 sq ft Home Improvement Store	\$15,488	\$17,024	\$34,048	\$112,997	\$226,206	\$452,626
80,000 sq ft Shopping Center/Plaza	\$31,360	\$39,872	\$79,744	\$264,650	\$529,799	\$1,060,097
80,000 sq ft Supermarket	\$77,696	\$87,040	\$174,080	\$577,728	\$1,156,544	\$2,314,176
5,000 sq ft Office Building	\$2,384	\$2,304	\$4,608	\$15,293	\$30,614	\$61,258
3,000 sq ft Fast Food w/Drive-Thru	\$7,838	\$7,927	\$15,854	\$52,617	\$105,333	\$210,764

*The 2021 study updated the trip rates from the ITE Trip Generation Manual 9th edition to the 11th edition.

Sample Potential Fees Service Area D						
Collection Rate	\$375/\$80	\$375/\$80	\$750 / \$160	\$863	\$1,726	\$3,452
Land Use	Existing Collection Rate	11th Edition*	Double Existing Collection Rate	25% of 2021 Max	50% of 2021 Max	100% of 2021 Max
Single Family Home	\$1,500	\$1,410	\$2,820	\$3,245	\$6,490	\$12,980
50-unit Apartment Complex	\$46,500	\$38,250	\$76,500	\$88,026	\$176,052	\$352,104
80,000 sq ft Home Improvement Store	\$15,488	\$17,024	\$34,048	\$183,646	\$367,293	\$734,586
80,000 sq ft Shopping Center/Plaza	\$31,360	\$39,872	\$79,744	\$430,119	\$860,238	\$1,720,477
80,000 sq ft Supermarket	\$77,696	\$87,040	\$174,080	\$938,944	\$1,877,888	\$3,755,776
5,000 sq ft Office Building	\$2,384	\$2,304	\$4,608	\$24,854	\$49,709	\$99,418
3,000 sq ft Fast Food w/Drive-Thru	\$7,838	\$7,927	\$15,854	\$85,515	\$171,029	\$342,059

*The 2021 study updated the trip rates from the ITE Trip Generation Manual 9th edition to the 11th edition.





November 22, 2021

Item No. 12.1.

Council Reports on Committees, Boards, and Commissions

Sponsor: City Council

Reviewed By CBC: City Council

Agenda Caption: A Council Member may make a report regarding meetings of City Council boards and commissions or meetings of boards and committees on which a Council Member serves as a representative that have met since the last council meeting. (Committees listed in Coversheet)

Relationship to Strategic Goals:

Good Governance

Recommendation(s): Review meetings attended.

Summary: Animal Shelter Board, Arts Council of Brazos Valley, Architectural Advisory Committee, Audit Committee, Bicycle, Pedestrian, and Greenways Advisory Board, Bio-Corridor Board of Adjustments, Brazos County Health Dept., Brazos Valley Council of Governments, Brazos Valley Economic Development Corporation, Bryan/College Station Chamber of Commerce, Budget and Finance Committee, BVSWMMA, BVWACS, Census Committee Group, Compensation and Benefits Committee, Experience Bryan-College Station, Design Review Board, Economic Development Committee, Gulf Coast Strategic Highway Coalition, Historic Preservation Committee, Interfaith Dialogue Association, Intergovernmental Committee, Joint Relief Funding Review Committee, Landmark Commission, Library Board, Metropolitan Planning Organization, Operation Restart, Parks and Recreation Board, Planning and Zoning Commission, Research Valley Technology Council, Regional Transportation Committee for Council of Governments, Sister Cities Association, Spring Creek Local Government Corporation, Transportation and Mobility Committee, TAMU Student Senate, Texas Municipal League, Walk with the Mayor, YMCA, Zoning Board of Adjustments. (Notice of Agendas posted on City Hall bulletin board.)

Budget & Financial Summary: None.

Attachments:

None