



College Station, TX

Meeting Agenda

Impact Fee Advisory Committee - Amended

1101 Texas Avenue, College Station, TX 77840

Internet: www.microsoft.com/microsoft-teams/join-a-meeting

Meeting ID: 282 571 317 515 43 | Passcode: CA2f2aK6

Phone: 833-240-7855 | Phone Conference ID: 804 137 929#

The City Council may or may not attend this meeting.

January 7, 2026

3:00 PM

City Hall Council Chambers

Notice is hereby given that a quorum of the meeting body will be present in the physical location stated above where citizens may also attend in order to view a member(s) participating by videoconference call as allowed by 551.127, Texas Government Code. The City uses a thirdparty vendor to host the virtual portion of the meeting; if virtual access is unavailable, meeting access and participation will be in-person only.

1. Call to Order, Pledge of Allegiance, Consider Absence Request.

2. Consent Agenda

All matters listed under the Consent Agenda, are considered routine by the Committee and will be enacted by one motion. These items include preliminary plans and final plats, where staff has found compliance with all minimum subdivision regulations. All items approved by Consent are approved with any and all staff recommendations. Since there will not be separate discussion of these items, citizens wishing to address the Committee regarding one or more items on the Consent Agenda may address the Committee at this time as well. If any Committee desires to discuss an item on the Consent Agenda it may be moved to the Regular Agenda for further consideration.

2.1. Consideration, discussion, and possible action to approve meeting minutes.

Attachments: 1. December 4 2025

3. Consideration, discussion, and possible action on items removed from the Consent Agenda by Committee action.

4. Regular Agenda.

4.1. Public Hearing, presentation, discussion, and possible action regarding an Ordinance amending Chapter 107, "Impact Fees", Article II, "System-Wide Impact Fees", Section 107-73, "System-Wide Roadway Impact Fees", of the Code of Ordinances of the City of College Station, Texas, to amend the roadway impact fee collection rates to zero. (Note: Final action on this item will be considered at the January 22, 2026, City Council Meeting - Subject to change.)

Sponsors: Carol Cotter

Attachments:

1. Roadway Impact Fee Service Area Map
2. Impact Fees Summary Tables
3. Benchmarks
4. Building Permit Data 2010-2025

5. Adjourn.

The Impact Fee Advisory Committee 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.

**Minutes
Impact Fee Advisory Committee
Regular Meeting
December 4, 2025**

COMMITTEE MEMBERS PRESENT: Chairperson Jason Cornelius, Committee Members Richard Woodward, Marcus Chaloupka, Julie Schultz, Chandler Arden, James Murr, and Valen Cepak

COMMITTEE MEMBERS ABSENT: Committee Member John Magruder

CITY STAFF PRESENT: Director of Planning & Development Services Anthony Armstrong, Assistant Director of Planning & Development Services Molly Hitchcock, City Engineer Carol Cotter, Transportation Planning Administrator Jason Schubert, Deputy City Attorney Leslie Whitten, Administrative Support Specialist Kristen Hejny, and Technology Services Specialist Sean Kennedy

1. Call Meeting to Order, Pledge of Allegiance, Consider Absence Request.

Chairperson Cornelius called the meeting to order at 3:07 p.m.

2. **Hear Visitors**

No visitors spoke.

3. **Workshop Agenda**

- 3.1 Presentation and discussion regarding the roles and responsibilities of the Impact Fee Advisory Committee.

City Engineer Cotter presented the roles and responsibilities of the Committee and an overview of the City's impact fees.

Committee Member Schultz asked if impact fees apply to both commercial developments and residential developments.

City Engineer Cotter stated that impact fees apply to all developments, but the City of College Station has adopted reduced collection rates for non-residential developments.

Committee Member Murr asked for the percentage rate of impact fees.

City Engineer Cotter confirmed that the percentage of impact fees is less than 10%.

Committee Member Schultz asked for clarification on when impact fee collections began.

City Engineer Cotter confirmed that impact fees were implemented in specific areas beginning in 1992 and were applied city-wide in 2016.

Committee Member Murr asked if 1992, 1997, 1999, and 2003 impact fee areas were projects that were developed first with an impact fee applied at a later date.

City Engineer Cotter clarified that the City worked with developers to help spur development in those areas and enacted an impact fee to cover the costs related to the new growth required to extend or expand the sewer and water line.

Committee Member Cepak asked why there are large impact fee cost disparities between residential and non-residential developments outside of wastewater.

City Engineer Cotter stated that there is a current policy within the local government code that determines the maximum, along with a City Council decision to leave retail rates lower.

Committee Member Murr asked for clarification that the total estimated capital cost of infrastructure projects for impact fee projects is irrelevant if the City does not experience more growth than projected.

City Engineer Cotter stated that there is a reasonable expected growth or land use.

Director Armstrong clarified that impact fees assume growth. The impact fee program is to cover at that rate of growth. The City's normal growth rate is already captured in this conversation; if the City exceeded that or if the City went below that growth rate, that is when there would be a conversation on reassessing the fees.

Committee Member Murr asked for clarification on the recoverable cost at a maximum rate.

Director Armstrong explained the recoverable rates at maximum rates and collection rates.

Committee Member Cepak asked for clarification that the City would need \$6,700,000 year over year for water impact fee projects, and out of impact fees the City will only recover \$1,800,000 in a year.

Director Armstrong confirmed that the City would get \$1,800,000 out of impact fees.

Committee Member Woodward asked for clarification on the last impact fee update that staff presented an estimated capital cost of projects along with consultants providing a maximum recover rate and an attainable percentage.

City Engineer Cotter confirmed the last update process along with several public meetings with the development community.

Chairperson Cornelius asked for clarification on the City's adopted maximum rate, clarifying that the maximum rate is the City Council adopted maximum that City is allowed to charge, and the collection rate is the City's actual collected fees.

City Engineer Cotter confirmed that the maximum rate is the City Council's calculated maximum charge, and the collection rate is the policy decision of what is collected.

Committee Member Cepak asked for clarification on the 10-year collection recoverable cost of \$6,000,000 a year collected in impact fees within the forecasted budget.

Director Armstrong confirmed that the City's budget book shows the breakdown of impact fee eligible projects identified in the Impact Fee Capital Improvements Plan (CIP).

City Engineer Cotter clarified that the maximum adopted rates are from 2021 and the maximum collected rates are from 2025.

Chairperson Cornelius asked for clarification on the Impact Fee Advisory Committee's charge.

Director Armstrong clarified that policy decisions have been made, and the charge of the Impact Fee Advisory Committee is working with consultants and staff on land use assumptions of the plan, capital plans, monitoring the semi-annual report, and advising on the fees in place.

Committee Member Cepak requested a breakdown of the collection rates from 2021- 2025.

Committee Member Chaloupka requested a breakdown of projected project costs.

There was general discussion amongst the Committee regarding the information requested.

4. **Consent Agenda**

4.1 Consideration, discussion, and possible action to approve meeting minutes.

- May 15, 2025

Committee Member Woodward motioned to approve the Consent Agenda, Committee Member Chaloupka seconded the motion, the motion passed 7-0.

5. **Consideration, discussion, and possible action on items removed from the Consent Agenda by Committee Action.**

No items were removed from the Consent Agenda for discussion.

6. **Regular Agenda**

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

City Engineer Cotter provided a brief overview of the City's Impact Fees and presented the Impact Fee Semi-Annual Report to the Committee, recommending acceptance of the report for forwarding to City Council.

Committee Member Schutlz asked for a timeline of the Impact Fee Capital Improvement Plan implementation.

City Engineer Cotter clarified that the information is rates from 2016.

Chairperson Cornelius asked for a comprehensive chart of all fees, expenditures, collections, projects, and projected costs.

Committee Member Murr requested information on City-funded projects.

Committee Member Murr motioned to recommend approval of the report for forwarding to the City Council with the recommendation of freezing impact fees at the 2025 level due to the existing affordable housing crisis.

Deputy City Attorney Whitten clarified that the Committee can only consider forwarding the report to the City Council.

The motion died for lack of a second.

Committee Member Woodward motioned to recommend approval of the report for forwarding to the City Council, Committee Member Cepak seconded the motion, the motion passed 7-0.

7. **Discussion and possible action on future agenda items.**

An Impact Fee Advisory Committee Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

Committee Members Murr and Schutz requested a future agenda item to discuss a recommendation to the City Council from the Committee for the adjustment of impact fees or the possible freezing of impact fees.

Committee Member Chalupka requested a change to the presentation format used to provide information to the Committee.

Committee Member Cepak requested a future agenda item on the effects on the tax rate if impact fees were removed.

8. **Adjourn**

The meeting adjourned at 4:40 p.m.

Approved:

Attest:

Jason Cornelius, Chairperson
Impact Fee Advisory Committee

Kristen Hejny, Board Secretary
Planning & Development Services

January 7, 2026
Item No. 4.1.
Roadway Impact Fee Collection Rate Amendment

Sponsor: Carol Cotter

Reviewed By CBC: N/A

Agenda Caption: Public Hearing, presentation, discussion, and possible action regarding an Ordinance amending Chapter 107, "Impact Fees", Article II, "System-Wide Impact Fees", Section 107-73, "System-Wide Roadway Impact Fees", of the Code of Ordinances of the City of College Station, Texas, to amend the roadway impact fee collection rates to zero. (Note: Final action on this item will be considered at the January 22, 2026, City Council Meeting - Subject to change.)

Relationship to Strategic Goals:

- Financially Sustainable City
- Core Services and Infrastructure
- Improving Mobility

Recommendation(s): Staff requests the Impact Fee Advisory Committee (IFAC) provide written comments (collectively or individually) regarding the impact fee collection rates. Written comments are due to staff by Tuesday, January 13, 2026.

Summary: Council requested an item to discuss whether to set the roadway impact fee collection rates to zero. This item is being presented to the Impact Fee Advisory Committee (IFAC) for review and recommendation.

The City of College Station first adopted roadway impact fees on November 10, 2016. The maximum assessable rates were adopted, and reduced collection rates implemented. Roadway impact fees were phased in, beginning with zero collection in year one and 50% in year two. Full implementation of the initial collection rates occurred in December 2018.

The statutory 5-year update was completed November 22, 2021 with the next five-year update scheduled for 2026. As part of that update, amendments to the land use assumptions and capital improvements plans were adopted, including resultant maximum assessable rates and associated collection rates, becoming effective on January 1, 2022. The collection rate for residential developments was increased by 10% from the previous rates and became effective March 1, 2022.

In July 2023, the residential impact fee collection rates were amended to include phased increases for roadway impact fees beginning January 1, 2024, and again on January 1 of 2025 and 2026. The adjustment raised the maximum recoverable revenue average of 11% to 20% beginning in January with further increases to 25% in 2025 and 30% in 2026. Commercial rates were not increased.

The Roadway Impact Fee Service Area is defined by the city limits and divided into four roadway zones, each with a 4-mile boundary to comply with the Local Government Code's 6-mile maximum limit. Impact fees collected in each zone can only be spent on Impact Fee Capital Improvement Projects within the corresponding zone.

Impact fee rates are a calculation of cost per service unit. The roadway 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 roadway collection rate was initially implemented as a flat rate across the four service areas. The programmed collection rate increases approved in 2023 allowed for a variation of rates across the zones due to maximum assessable rate constraints.

Impact fees are a tool used by political subdivisions to recover expanded infrastructure costs needed to support new development. They cover only the cost of the additional capacity required for new development and do not reflect the full expense of constructing the projects included in the impact fee capital improvement plan. An overview of the impact fee programs is provided in the attached impact fee summary tables. Attachments also include impact fee amounts for other benchmark cities in Texas, along with building permit data from 2010-2025.

Budget & Financial Summary: The charging of impact fees and level of collection rate affect the amount of revenue available for capital projects.

Attachments:

1. Roadway Impact Fee Service Area Map
2. Impact Fees Summary Tables
3. Benchmarks
4. Building Permit Data 2010-2025

Roadway Impact Fees Summary Tables

Current Roadway Impact Fee Program

Impact Fee	Adopted Max Rate	Current Collection Rate per Service Unit		Total Estimated Capital Costs of IF Projects	Recoverable Costs at Max Rate (2021 – 2031)	Recoverable Cost at Collection Rate (2021-2031) *
		Res	Non-Res			
Roadway A	\$499	\$499	\$80	\$13,915,012	\$9,052,650	\$3.4M
Roadway B	\$1,261	\$1,261 +	\$80	\$48,390,353	\$20,114,165	\$5.9M
Roadway C	\$2,127	\$1,541	\$80	\$78,250,564	\$25,687,488	\$8.9M
Roadway D	\$3,452	\$1,541	\$80	\$74,492,580	\$57,399,762	\$5.7M
Roadway Totals				\$215,048,509	\$112,254,065	\$23.7M

* Recoverable costs include programmed collection rate adjustments.

+ For properties platted prior to January 1, 2022, the collection rate is limited to the 2016 maximum assessable rate of \$1,072.

Roadway Collection Rate Implementation

Initial Impact Fee Adoption (2016)

Impact Fee	Maximum Assessable Rate/Service Unit	Collection Rate Per Service Unit			
			Residential		Non-Residential
		2016	2016	2017	2018
Roadway A	\$1,061	\$0	\$187.50	\$375	\$80
Roadway B	\$1,072	\$0	\$187.50	\$375	\$80
Roadway C	\$2,556	\$0	\$187.50	\$375	\$80
Roadway D	\$4,004	\$0	\$187.50	\$375	\$80

2021 5-Year Update and 2023 Programmed Collection Rate Increases

Impact Fee	Maximum Assessable Rate/Service Unit	Collection Rate Per Service Unit				
			Residential			Non-Residential
		2022	2022	2024	2025	2026
Roadway A	\$499	\$438.83	\$499	\$499	\$499	\$80
Roadway B	\$1,261	\$438.83	\$897	\$1,163 +	\$1,261 +	\$80
Roadway C	\$2,127	\$438.83	\$897	\$1,163	\$1,541	\$80
Roadway D	\$3,452	\$438.83	\$897	\$1,163	\$1,541	\$80

+ For properties platted prior to January 1, 2022, the collection rate is limited to the 2016 maximum assessable rate of \$1,072.

Resulting Single-Family Roadway Impact Fee Calculations

Roadway impact fees are calculated from the cost per service unit (vehicle-miles) multiplied by the number of vehicle-miles attributable to the land use type. For a single-family home, this is 3.76 vehicle-miles. The following table presents the corresponding impact fees for a single-family home based on the collection rates over the current 5-year period.

Calculated Roadway Impact Fees for a Single-Family Home

Roadway Impact Fee Zone	2022-2023	2024	2025	2026
Roadway A	\$1,650	\$1,876	\$1,876	\$1,876
Roadway B	\$1,650	\$3,375	\$4,373*	\$4,741*
Roadway C	\$1,650	\$3,375	\$4,373	\$5,794
Roadway D	\$1,650	\$3,375	\$4,373	\$5,794

* For properties platted prior to January 1, 2022, the impact fee is \$4,030 due to the 2016 maximum assessable rate of \$1,072.

The following table shows the roadway impact fee revenues collected and allocated by fiscal year since the initial adoption in 2016.

Roadway Impact Fee Revenues and Allocations Per Zone as of September 30, 2025

Impact Fee		FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	Totals
Zone A	Revenue	\$0	\$40,893	\$81,193	\$123,327	\$117,261	\$454,618	\$142,401	\$90,148	\$93,002	\$1,142,843
	Allocated	-	-	-	-	\$17,500	\$300,000	\$450,000	-	-	\$767,500
Zone B	Revenue	\$0	\$32,671	\$80,625	\$427,118	\$538,988	\$494,585	\$316,257	\$974,038	\$2,690,783	\$5,555,064
	Allocate	-	-	-	-	\$467,500	\$150,000	-	-	\$1,200,000	\$1,817,500
Zone C	Revenue	\$0	\$156,540	\$391,243	\$186,979	\$194,634	\$255,872	\$205,679	\$423,207	\$676,722	\$2,490,877
	Allocated	-	-	\$525,833	-	\$17,500	\$250,000	\$400,000	-	-	\$1,193,333
Zone D	Revenue	\$0	\$33,000	\$150,526	\$79,161	\$85,404	\$288,661	\$229,382	\$47,212	\$446,103	\$1,359,449
	Allocated	-	-	-	-	\$17,500	\$300,000	\$450,000	-	-	\$767,500
Totals	Revenue	\$0	\$263,104	\$703,587	\$816,585	\$936,287	\$1,493,736	\$893,719	\$1,534,605	\$3,906,610	\$10,548,233
	Allocated	-	-	\$525,833	-	\$520,000	\$1,000,000	\$1,300,000	-	\$1,200,000	\$4,545,833

Roadway impact fees may only be spent on eligible projects identified in the impact fee capital improvement plans of the respective impact fee zone. The projects that have received impact fee funding are listed below. Actual project costs are also included for those recipient projects that have been completed. The project identifiers included in the table were established in the impact fee capital improvement plans adopted with 5-year update in 2021.

Roadway Impact Fee Allocations per Project

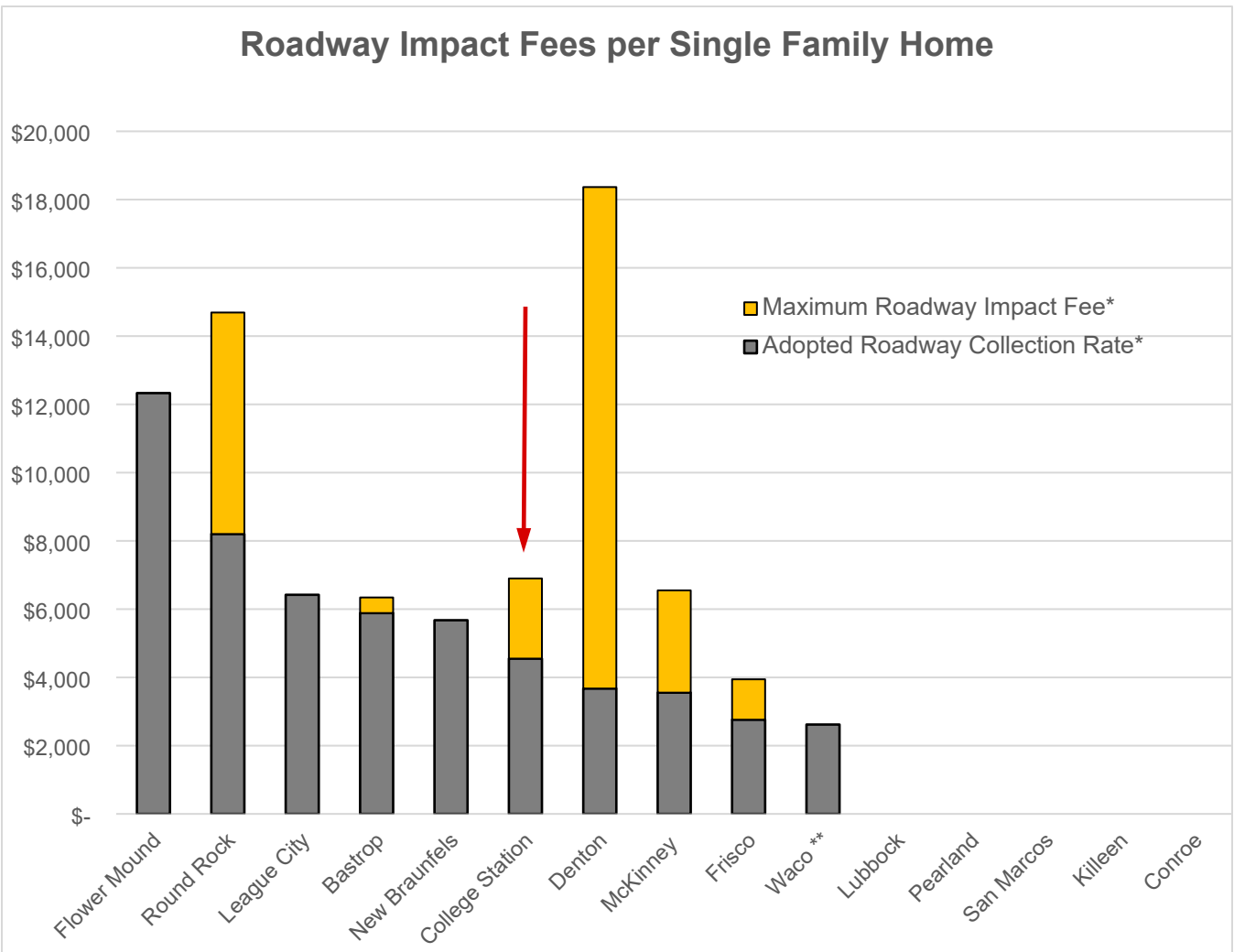
Project		Zone	FY19	FY20	FY21	FY22	FY23	FY24	FY25	Total Allocations	Study Estimated Cost	Actual Cost
A-5/A-6	Rock Prairie Road (SH6 to Town Lake)	A	-	-	-	\$300,000	\$450,000	-	-	\$750,000	\$7,300,000	\$8,638,595
D-1/D-2		D	-	-	-	\$300,000	\$450,000	-	-	\$750,000		
B-3/C-1	Rock Prairie Road West	B	-	-	\$450,000	\$150,000	-	-	-	\$600,000	\$5,859,868	\$6,591,068
B-9	Jones Butler Road Extension/ Roundabout	B	-	-	-	-	-	-	\$1,200,000	\$1,200,000	\$9,652,780	In Design
C-4/C-5	Capstone/Barron Realignment	C	\$525,833	-	-	\$250,000	\$400,000	-	-	\$1,175,833	\$7,478,552	In Design
	Impact Fee Study Update	All	-	-	\$70,000	-	-	-	-	\$70,000		
Total			\$525,833	-	\$520,000	\$1,000,000	\$1,300,000	-	\$1,200,000	\$4,545,833	\$22,991,200	

Roadway impact fee projects are funded through a combination of collected impact fee revenues, developer-constructed projects from the impact fee capital improvement plan, and city-funded public dollars from ad valorem taxes.

Impact Fee Capital Improvement Plan Implementation as of September 30, 2025

Impact Fee Service Area	Impact Fees Allocated	Developer Constructed (Estimated)	City Funded	Total Capital Project Expenditures
Roadway A	\$767,500	\$0	\$4,133,177	\$4,900,677
Roadway B	\$1,817,500	\$0	\$30,617,151	\$32,434,651
Roadway C	\$1,193,333	\$77,667	\$42,306,074	\$43,577,074
Roadway D	\$767,500	\$777,500	\$14,181,495	\$15,726,495
Roadway Totals	\$4,545,833	\$855,167	\$91,237,897	\$96,638,897

Roadway Impact Fees per Single Family Home



* Amounts represent average of Service Areas

** City utilized 50% credit method.

Building Permit Data 2010-2025

Year	Single-Family Detached	Townhome	Duplex Units	Multi-Family	Total Units
2010	419	54	2	228	703
2011	423	61	4	510	998
2012	443	112	10	606	1,171
2013	435	136	12	513	1,096
2014	578	179	22	806	1,585
2015	600	265	38	357	1,260
2016	430	246	40	1,335	2,051
2017	325	191	46	1,364	1,926
2018	375	75	22	551	1,023
2019	339	23	56	144	562
2020	428	55	26	655	1,164
2021	612	76	26	955	1,669
2022	527	64	24	363	978
2023	410	47	20	277	754
2024	472	107	22	764	1,365
2025	531	245	56	1,150	1,982
Average	466	121	51	629	1,300

